

# ASHEVILLE NEWS.

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ASHEVILLE, N. C., THURSDAY, JANUARY 25, 1855.

WHOLE NO. 283.

BY AUTHORITY.

## LAW OF THE UNITED STATES.

[CHAPTER CCXXX.]

AN ACT to establish certain Post Roads.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following be established as Post Roads in lieu of those heretofore established, viz:

### MAINE.

From Alexandria to Wesley, through the town of Crawford.

From Alfred, by Lyman, Lyman Centre, Goodwin's Mills, North Kennebunkport, and Biddeford, to Saco.

From Augusta, by South China, North Palermo, Freedom, Brooks, Monroe, Ellingwood Corners, to Hampden.

From Augusta, by Brown's Corners, Vassalboro, East Vassalboro, China, Abbot, Unity, Troy, Dixmont, Dixmont Centre, Newburg, West Hampden, and Hampden to Bangor.

From Augusta, by South Vassalboro, South China, Palermo, North Palermo, Montville, Liberty, East Montville, North Searsmont, and Belmont, to Belfast.

From Augusta, by Hallowell Cross Roads, and East Winthrop, to Winthrop.

From Augusta, by Sidney, Waterville, Kendall's Mills, Fairfield's Corners, Bloomfield, and Skowhegan, to Norridgewock.

From Augusta, by Togo Spring, South Windsor, Cooper's Mills, West Jefferson, Jefferson, North Waldoboro, Union, East Union, North Hope, and West Camden, to Rockland.

From Augusta, by Hallowell Cross Roads, East Readfield, Readfield Depot, Readfield, Mount Vernon, Vienna, Farmington Falls, Farmington, Strong, and Aron, to Phillips.

From Augusta, by West Sydney, Belgrade, North Belgrade, Smithfield, Osceola, Norridgewock, and Madison, to North Anson.

From Augusta, by Windsor, Patricktown, North Washington, Light's Corners, Liberty, South Montville, Searsmont, and Belmont, to Belfast.

From Augusta, by Sydney, Waterville, Fairfield, North Fairfield, South Bloomfield, Bloomfield, Skowhegan, Norridgewock, and Madison, to Anson.

From Augusta, by Hallowell, French's Corners, Littlefield, Littlefield Corners, Bowdoin, Little River Village, and South Durham, to Freeport.

From Bangor, by Eddington, East Eddington, Tilden, Wesley, Crawford, Alexander, and Baring, to Calais (over the "Black Road," so called).

From Bangor, by North Bangor, Orono, West Great Woods, Oldtown, Milford, Sunkhaze, Greenbush, Olam, Passadumkeag, West Enfield, South Lincoln, Lincoln, Lincoln Centre, and North Lincoln, to Matamoras.

From Bangor, by Six Mile Falls, Glenburn, Kirkland, Bradford, South Orneville, and Milo, to Brownsville.

From Bangor, by North Hermon, South Levan, West Levan, Exter, Garland, West Dover, East Sanguenville, and Centre Guilford, to Monson.

From Bangor, by Upper Stillwater.

From Bangor, by Hermon, Carmel, Etna, East Newport, Newport, Palmyra, Pittsfield, & Canaan, to Skowhegan.

From Bangor, by East Hampden, South Hampden, North Frankfort, Frankfort Mills, North Searspoint, and Swanville, to Belfast.

From Bangor, by Brener, Holden, East Holden, North Ellsworth, and Ellsworth Falls, to Ellsworth.

From Bangor, by Brener, Brener Village, Orrington, South Orrington, North Bucksport, Bucksport Centre, Bucksport, Orland, and North Castine, to Castine.

From Bangor, by West Glenburn, Kenduskeag, Corinth, Exter Mills, Exter, Dexter, Ripley, West Ripley, Main Stream, and Harmony, to Athens.

From Bangor, by North Hermon, South Levan, Rogers' Corners, Stetson, North Newport, Corinna, Corinna Centre, and St. Albans, to Hardland.

From Belfast, by East Knox, Knox Centre, Freedom, West Freedom, South Albion, China, and Winslow, to Waterville.

From Belfast, by Waldo, South Brooks, Brooks, and South Jackson, to Jackson.

From Belgrade, by Belgrade Mills, Rome, Mercer, and Stark, to West Mills.

From Belgrade, by Belgrade Mills, Rome, East New Sharon, New Sharon, Industry, and West Mills, to North Industry.

From Bethel, by Newry, Newry Corners, Bear River, and Grafton, to Letter B.

From Biddeford, by Saco, Bar Mills, Hollis Centre, Waterborough Centre, Limerick, East Parsonfield, North Parsonfield, Ellingham Falls, New Hampshire, Freedom, and East Madison, to Madison.

From Biddeford, by Saco, Hollis, Buxton, West Buxton, and North Hollis, to Liverick.

From Bristol, by Newcastle, to Pemaquid.

From Brooks, by Monroe, Ellingworth Corner, and Hampden, to Bangor.

From Brunswick, by Bath.

From Brownsville, by North Brownsville, to Kattadkin Iron Works.

From Buckfield, by Sumner, to West Sumner.

From Charlotte, by Middytempa, and Cooper, to Alexander.

From Cherryfield, by Beddington, to Deloys.

From Dennyville, by Pembroke and Robinson, to Red Beach.

From Dexter, by Dover, South Mills, and West Dover, to Dover.

From Dexter, by West Dover, Dover South Mills, and Dover, to Foxcroft.

From Dixfield, by Peru and Canton Mills, and Livermore, to Strickland Ferry Depot.

From Dixmont, by North Dixmont, Plymouth, to East Newport.

From Dover, by East Dover, South Sebec, Milo, Kilmarnock, and Maxfield, to Howland.

From East Corinth, by Charleston, Atkinson, North Atkinson, Sebec, and Williamsburgh, to Brownsville.

From East Machias, by Whiting and West Lubece, to Lubece.

From East Machias, by North Cutler, to Cutler.

From the east line of the State, by Fort Fairfield, Manchester, and Presque Isle, to Aroostook.

From East Eddington, by Amherst, Aurora, Wesley, and Crawford, to Baileyville.

From Ellsworth, by Orland, Bucksport, Prospect Ferry, Prospect, South Prospect and Searspoint, to Belfast.

From Ellsworth, by Whatham.

From Ellsworth, by Surry, Blue Hill, Penobscot, and North Castine, to Castine.

From Ellsworth, by West Trenton, Eden, and Mount Desert, to South West Harbor.

From Ellsworth, by Hancock, West Sullivan, Sullivan, East Sullivan, West Goldsboro, and Steuben, to Narragansett.

From Ellsworth, by North Hancock, Franklin, Narragansett, Harrington, Columbia, Jonesboro, and Whitefield, to Machias.

From Ellsworth, by Zilden, North Manville, Amherst, Aurora, to Great Pond.

From Exter, by West Garland, South Sangerfield, and Guilford, to Abbot.

From Farmington, by East Strong, New Vineyard, and New Portland, to Kingsfield.

From the Forks to Moose River.

From God's Corners, by Auburn, North Auburn, Turner, to North Turner.

From God's Corners, by East Turner and North Turner Bridge, to Livermore Centre.

From Gorham, by Buxton Centre, to West Buxton.

From Great Falls, by Lebanon, Sandford, Springvale, Emery Mills, Acton, Acton Corner, North Acton, West Newfield, West Parsonfield, Ellingham, New Hampshire, Ellingham Falls, and Freedom, to Eaton Centre.

From Green Depot, by South Leeds, to Leeds.

From Guilford, by Parkman and Cambridge, to Harmony.

From Hampden, by South Hampden, South Newburgh, Dixmont, Morton's Corner in Jackson, to Jackson.

From Hayneskill, by Bancroft Plantations, to Weston.

From Houlton, by Monticello, Bridgewater, and Presque Isle, to Fort Fairfield.

From Houlton to Woodstock, New Brunswick.

From Kennebunk, by Wells, Ogunquip, Cape Neddick, and York, to Portsmouth, New Hampshire.

From Kenduskeag, by South Corinth, East Corinth, West Charleston, South Dover, Dover, Foxcroft, Sanguenville, Guilford, and Abbott, to Monson.

From Lebanon, by Centre Lebanon, to West Lebanon.

From Leeds Station, by South Leeds, Leeds, North Leeds, Strickland's Ferry Depot, and East Livermore, to Livermore Falls.

From Letter B, by Wentworth's Location, to Wilson's Mills.

From Limerick, by Newfield, West Newfield, East Waterfield, New Hampshire, and Leighton's Corners, to Ossipee.

From Lincoln, by Lee, Springfield, Carrol, and Kossuth, to Topsisfield.

From Lincoln Centre, by Pattagumpus and Chester, to Nickerson.

From Livermore Falls, by Jay, North Jay, Wilton, and East Wilton, to Farmington.

From Lovell, by North Fryburgh, to Stow.

From Machias, by East Machias, Marion, Dennyville, and Charlotte, to Calais.

From Machias, by North Fairfield, Wesley, Crawford, and Alexander, to Princeton.

From Machias to Machiasport.

From Mattawamkeag, by South Molanaes, Haynesville, and Linnaeus, to Houlton.

From Mattawamkeag, by Conway and Number Three, to Patten.

From Mechanic's Falls, by West Minot and East Hebron, to Backfield.

From Mexico, by Rosebury, to Byron.

From Monson, by Shirley Mills and Shirley, to Greenville.

From Monson, by Abbot, Parkman, South Parkman, Dexter, Pleasant Vale, and Newport, to Detroit.

From New Castle to Bristol.

From North Anson, by West Emden, North New Portland, East New Portland, New Portland, and Freeman, to Strong.

From North Anson, by West Anson and East New Vineyard, to New Vineyard.

From North Anson, by Emden, Solon, Bingham, and Carritunk, to the Forks.

From North Anson, by Emden Centre, to Concord.

From North Lincoln, by Chester and West Indian Township, to Nickerson.

From North Berwick, by South Sanford, Sanford, Springvale, Alfred, and Waterborough, to Waterborough Centre.

From North New Portland, by Lexington and Read River, to Flag Staff.

From Norway, by Waterfield, South Waterford, and Sweden, to Lovell.

From Orono, by Upper Stillwater, Oldtown, Alton, and La Grange, to Kilmarnock.

From Oldtown, by Argyle and Edinburgh, to Howland.

From Passadumkeag, by Enfield and

Lowell, to Burlington.

From Patton, by Umeolcus, Masardis, and Aroostook, to Fort Kent.

From Paris, by North Paris, West Sumner, Summer East Sumner, Hartford, Canton Mills to Canton.

From Plantations Number Eleven, called Aroostook, to the East line of the State by Presque Isle, and Fort Fairfield Plantations.

From Portland, by Falmouth, Cumberland, Yarmouth, New Gloucester, Upper Gloucester, West Danville, Danville, East Portland, Minot, Mechanics Falls, South Paris, North Paris, Bryant's Pond, Lock's Mills, Bethel, West Bethel, Gilead, Shelburne, New Hampshire, Gorham, Berlin Falls, Berlin, Milan, Dummer, Stark, Northumberland, Stratford, and Bloomsfield, Vermont, to Brighton.

From Portland, by Falmouth, Cumberland, North Yarmouth, Freeport, and Brunswick, to Bath.

From Portland, by Steven's Plains, West Falmouth, West Cumberland, Gray, West Gloucester, and Poland, to Mechanics Falls.

From Portland, by Oak Hill, Saco, Biddeford, Kennebunk Depot, Kennebunk, Wells Depot, North Berwick, and Elliot, to Portsmouth, New Hampshire.

From Portland, by Yarmouth, Freeport, Brunswick, Topsham, Bowdoinham, Richmond, Rosedale, Gardiner, Pittston, Farmingsdale, and Hallowell, to Augusta.

From Portland, by South Windham, Windham, North Windham, Raymond, and Naples, to Bridgeton.

From Portland, by Sacarappa, Gorham, West Gorham, Standish, Steep Falls, East Baldwin, West Baldwin, Hiram, Brownfield, Fryburgh, and Centre Conway, New Hampshire, to Conway.

From Presque Isle, by Lyndon, Van Buren, Madawaska, and West Madawaska, to Fort Kent.

From Presque Isle, to Number Eleven, Range Five, Aroostook.

From Railroad Junction at Danville, by God's Corners, Lewiston, Green Corner, Green Leeds Station, Monmouth, Winthrop, Readfield, Belgrade, and West Waterville, to Waterville.

From the Railroad Depot, by Wetchville, to Oxford.

From Railroad Depot, by Oxford, Otisfield, Caseo, and Edes' Falls, to Naples.

From Raymond, by East Raymond, Caseo, and Otisfield, to Bolster's Mills.

From Readfield, by Kent's Mills, Fayette Mills, North Fayette, Livermore Falls, Jay Ridge, and North Jay, to Wilton.

From Readfield, by Kent's Mills, Fayette, South Chesterfield, Chesterfield, North Chesterfield, and East Wilton, to Wilton.

From Richmond to Lewiston (Andreoscogin C. H.).

From Rockland, by Rockport, Camden, Lincolnville, Northport, and East Northport, to Belfast.

From Rockland, by Thomaston, Warren, Waldoboro, Nobleborough, Newcastle, Sheepscott Bridge, Wiscasset, and Woolwich, to Bath.

From Rockland to Matineus.

From Rockland to Isle au Haut.

From Skowhegan, by Cornville, Athens, Brighton, Kingsbury, Blanchard, and Shirley, to Greenville.

From Skowhegan, by East Madison and South Solon, to Solon.

From Southwest Harbor to Cranberry Isle.

From Springvale, by Alfred Ross' Corners, Newfield, South Parsonfield, and Parsonfield, to Ellingham, New Hampshire.

From South Paris, by Norway, North Norway, Greenwood, Locke's Mills, to Bethel.

From South Paris to Norway.

From South Paris, by Harrison, North Bridgeton, and West Bridgeton to Fryburgh.

From South Paris, by Snow's Falls, Woodstock, North Woodstock, Rumford, Rumford Point, and South Andover, to Andover.

From Standish, by East Limington, North Limington, Limington, Cornish, and Keglar Falls, to Porter.

From Strong, by West Freeman, to Salem.

From Thomaston, by St. George and Tenants' Harbor, to St. George.

From Thomaston, by Cushing, to Friendship.

From Tilden, by Amherst and Aurora, to Township.

From Union, by North Union and Washington, to Light's Corners.

From Waterfield, by Kendall's Mills, Fairfield Corners, Fishon's Ferry, Canaan, and West Hartland, to Hartland.

From Waterville, by Winslow, Benton, Blinton, Burnham Village, East Burnham, Troy Centre, Troy, North Dixmont, North Newburgh, North Hampden, West Hampden, and Hampden, to Bangor.

From Waterville, by Fairfield, Larone, Osceola, to Norridgewock.

From Waterville, by Kendall's Mills, and Benton, to Unity.

From Waterville, by Benton, Clinton, Burnham Village, East Pittsfield, Detroit, Plymouth, Etna Centre, Carmel, and Hermon, to Bangor.

From Waterboro Centre, by Limerick and Limington, to Standish.

From Waldoboro, by South Waldoboro and Friendship, to Cushing.

From Waterford, by North Waterford, East Stoneham, North Lovell and Centre Lovell, to Lovell.

From Wilton, by North Wilton, to Temple Mills.

From Winthrop, by Wayne, East Livermore, North Livermore, Canton, Dixfield, Mexico, East Rumford, to Bryant's Pond.

From Winthrop, by Wayne, North Leeds, North Turner Bridge, North Turner, South Stratford, Buckfield, West Buckfield, and Paris, to South Paris.

From Wiscasset, by Dresden Mills and Dresden, to Richmond.

From Wiscasset, by Alna, Whitfield, and East Pittston, to Gardiner.

From Wiscasset, by North Edgcomb,

Edgcomb, North Boothbay, and Boothbay, to Hodgson's Mills.

From Yarmouth, by North Yarmouth, East North Yarmouth, Poland, West Durham, Durham, Lisbon, Webster, and Wales, to Monmouth.

### NEW HAMPSHIRE.

From Amherst, by Milford, East Wilton, Wilton, Mason, and Mason Village, to New Ipswich.

From Barrington, by Centre Strafford and Centre Barnstead, to Barnstead.

From Berlin Falls, by Berlin, to Milan.

From Bradford, by Newbury and Newport, to Claremont.

From Bristol, by Bridgewater and Hebron, to Groton.

From Bristol, by Bridgewater and West Plymouth, to Rumney.

From Brookline to Railroad Depot at Pepperville.

From Canterbury Depot, by Canterbury, to Shaker village.

From Charlestown, by Acworth, to Lempster.

From Chester, by Derry, to Lawrence, Massachusetts.

From Claremont, by Cornish Flats, Meriden, and East Plainfield, to Lebanon.

From Concord, by West Concord, Hopkinton, Contook Village, Warner, Bradford, Newbury, and Newport, to Claremont.

From Concord, by Canterbury, Sanbornston Bridge, Sanbornston, East Sanbornston, North Sanbornston, Guilford, Lake Village, New Hampton, Weir's Bridge, Meredith Village, Holderness, Plymouth, West Plymouth, Rumney, West Rumney, and Wentworth, to Warren.

From Concord, by Chichester, North Chichester, Pittsfield, Barnstead, Strafford, and Barrington, to Dover.

From Concord, by Loudon, Loudon Bridge and Gilmanston, to Gilmanston Iron Works.

From Concord, by Loudon, Loudon Centre, Lower Gilmanston, and Gilmanston Iron Works to Alton.

From Concord, by North Dumbarton, to Dumbarton.

From Concord, by West Concord Mast Yard, Hopkinton, Contook Village, and Warner, to Bradford.

From Concord, by Fisherville, Boscawen, Salisbury, Franklin, East Andover, Andover, West Andover, Danbury, Grafton, Grafton Centre, East Canaan, Canaan, Enfield, West Canaan, North Enfield, East Lebanon, Lebanon, West Lebanon, to White River Junction, Vermont, sixty nine miles and back, twelve times a week, with a branch from Franklin, by Hill, to Bristol.

From Concord, by Pembroke, Allentown, South Deerfield, Candia, Raymond, Epping, Stratham, and Greenland, to Portsmouth.

From Concord, by Chichester, Empson, West Northwood, East Northwood, and Nottingham Turnpike, to Durham.

From Concord, by Hookset, Amoskeag, Manchester, Reed's Ferry, Thornton's Ferry, Nashua, Tyngsborough, Massachusetts, North Chelmsford, and Middlesex Village, to Lowell.

From Contook Village, by Henniker, to Hillsboro Bridge.

From Conway, by North Conway, Lower Bartlett, Bartlett, Hart's Location, Crawford House, White Mountain, and Bethlehem, to Littleton.

From Dover, by Gonia, Rochester, Farmington, New Durham, Downing's Mills, and Alton, to Alton Bay.

From Dover, by North Barrington, Strafford Corners, and North Strafford, to North Barnstead.

From Dublin, by Harrisville and Nelson, to Munsoville.

From East Wilton, by Peterboro, Dublin, and Marlborough, to Keene.

From East Wilton, by South Lyndeboro, Greenfield, Hancock, South Stoddard, Marlon, and New Alsted, to Paper Mill Village.

From Epping, by Nottingham, Northwood, and Epsom, to Pittsfield.

From Exeter, by Kingston, Danville, Chester, and Auburn, to Manchester.

From Exeter, by Brentwood, Poplin, and South Raymond, to Raymond.

From Farmington, by Middleton, South Wolfborough, Wolfborough, Mackerel Corner, Tuftonborough, Melvin Village, East Muttunborough, Muttunborough, and Sandwich, to Centre Sandwich.

From Franklin, by Hill, to Bristol.

From Gilmanston, by Gilmanston Iron Works and South Alton, to Farmington.

From Great Falls, by Rochester and South Milton, to Milton.

From Haverhill, by Haverhill Centre, to Benton.

From Hillsborough Bridge, by Antrin, to Bennington.

From Hillsborough Bridge, by Hillsboro' North Branch, South Stoddard, Munsoville, and East Sullivan, to Keene.

From Hollis to the Railroad Depot.

From Jaffrey, by East Jaffrey and Rindge, to Winchendon.

From Keene, by Sullivan and Gilsrun, to Marlow.

From Keene, by Chesterfield Factory and Chesterfield, to Brattleborough.

From Keene, by Swanzey, to Richmond.

From Kingston, by Danville and Saudown, to East Chester.

From Lake Village, by West Alton, to Alton Bay.

From Lancaster, by Jefferson Mills, to Jefferson.

From Lancaster, by Jefferson Mills, Jefferson, Kilkenny, Randolph, Gorham, Shelburne, Gilead, and West Bethel, to Bethel.

From Lisbon, by Sugar Hill, to Franconia.

From Littleton, by Whitefield, to Lancaster.

From Lower Bartlett, by Jackson and Pinkham's Grant, to Gorham.

From Lyman, by North Lyman, to Lower Waterford.

From Manchester, by Auburn, Chester, Hampstead, and Atkinson, to Haverhill, Massachusetts.

From Manchester, by Auburn, Candia, South Deerfield, Deerfield, Nottingham, Lee, and Wadley's Falls, to New Market.

From Mason Village, by New Ipswich and Temple, to Petersborough.

From Meredith Village, by Centre Harbor, Muttunborough, Sandwich Centre [Centre] Sandwich and North Sandwich, to Tamworth.

From Meredith Village, by Centre Harbor, Muttunborough, Sandwich, South Tamworth, Tamworth, Tamworth Iron Works, Eaton, Conway, and Centre Conway, to Fryburgh, Maine.

From Nashua, by South Merrimack, Amherst, New Boston, and South Weare, to Weare.

From Nashua, by South Merrimack and Milford, to East Wilton.

From Nashua, by South Merrimack, Amherst, Mount Vernon, Francistown, Hillsboro, Washington, East Dempster, and Unity, to Claremont.



From the Raleigh Register.

LANON, Jan. 2nd, 1855.

MR. EDITOR:—Having just received and hastily perused the Report of the recent Survey of the "North Carolina and Western" Rail Road, or "Western Extension," by Major Gwynn, and having furnished heretofore some sketches of the advantages of the routes, Swannanoa and Watauga, in which a preference was given to the latter in many respects, I think it due to myself, and the public, to give, without delay, some of the reasons why I now, under all the circumstances, am willing to concur heartily and cordially with the advocates of the Swannanoa route:

1st. A competent Engineer has demonstrated by actual survey (by which alone it can be determined) that the Swannanoa is preferable to the Watauga route on the North, and the Ready Patch on the South, in some of the most important requisites for success.

2nd. It is central, for a greater extent of country within the State, than any route south of it, within proper range of the "Cumberland Gap;" and though not so near to that point as the Watauga route, (according to surveys in North Carolina and Tennessee,) is still sufficiently direct for a fair and successful competition with our sister States for the trade of the great West.

Most of the arguments which I advanced in favor of the Watauga route, in comparison with French Broad, will apply more forcibly in favor of the French Broad route as compared with the more southern routes; and when it is now so clearly demonstrated that we have a route superior to those of other States which have long since crossed the same mountain barriers, there is more than a probability of our people resting upon this work! The reputation and standing of our State, and the pride and patriotism of her citizens, are, more or less, bound up in its success!

No man in the State could have a stronger predilection for his favorite route than I had for the Watauga. Based, too, upon honest convictions, and strengthened by a long and close observation of the two routes! But instrumental examinations, especially in a mountain region, will upset the calculations of the closest observer; and the proper route will sometimes be necessarily made without regard to the shortest lines or the wealthiest country. Under such circumstances, I hope others who have sectional preferences or interests will yield them as cheerfully as I do. Come, gentlemen! *cave in! cave in!* and go for the general welfare and the glory of the old State!

Having some reason for assuming the cost of the Watauga route to be about equal per mile to the Swannanoa, I was led very naturally and innocently into an error in my letter to the Railroad Convention at Salisbury. A message by me from the very gentlemanly and courteous Chief Assistant in charge of the Swannanoa route, to the gentleman in charge of the Watauga route, (to whom I was rendering some assistance) in regard to the heavy work about the main Tunnel, compared favorably with the main Tunnel and vicinity on the Watauga route, but it now appears that the descent from said Tunnel was more difficult and expensive than was anticipated. And as each of these gentlemen very properly declined making any definite comparison between the two routes, while the Watauga route was thought to compare very favorably, in many respects, with some of the more southern routes across the Blue Ridge, consequently, I made too low an estimate of costs.

Although the Swannanoa should now be the first cared for on the part of the State, it is certainly due, as an act of justice and courtesy to Tennessee, whose citizens have subscribed stock and organized a company, under the charter for the "Atlantic, Tennessee and Ohio Railroad," in that State, and to our own citizens, who would obtain more directly by that route the rich mineral treasures of Salt, Plaster, etc., that the charter should be granted also in our own State. Especially as the survey is incomplete and may be improved. If built, with or without the aid of the State, it will be a blessing to her. If it cannot be built the charter will be harmless.

In conclusion, I hope there will be no halting or stumbling now on either side in walking up to the route so favorably reported on by Maj. Gwynn.

If the work is thought to be too heavy, I renew a suggestion made in a former communication, that by the charter for a road connecting the South Carolina Railroads at Spartanburg, through the county of Rutherford, with the Western Extension near the base of the Blue Ridge, in the county of McDowell, the work in the most expensive part may be built by the joint expenditure of North and South Carolina.

WM. A. LENOIR.

PHILADELPHIA, Jan. 12.—A large grizzly bear, from California, which has been on exhibition in this city, broke out yesterday, and created a tremendous stampede in the neighborhood of Thirteenth and Market sts. At first he mounted an omnibus horse which happened to be passing, and commenced biting his flesh, but without doing serious injury, he dismounted, and attacked a mule. Next he seized and swallowed a large piece of beef belonging to a butcher. In the meantime a large crowd assembled, keeping however, at a respectable distance. Pitchforks were brought into requisition to capture him, but the prongs which were thrust into his mouth, were broken off by his teeth as if they were pieces of wood. A slip knot was also put over his neck, but the animal dragged off five stout men who held on to it. He was finally captured, by means of a noose, in a small court. Alderman Thompson immediately ordered the showman to take the animal from the neighborhood.

A small child of Mr. Edney, residing in Henderson county, N. C., fell into the fire about a fortnight ago, and was so severely burned that death terminated its misery in a few days.

We learn from a gentleman who was present that, on Christmas night, six sisters, of Sumner county, were married, in the same house and by the same man! We never heard of such an occurrence before. Matrimony seems to be a popular institution in Sumner.—*Lebanon Herald.*

WANTS A HUSBAND.—A young widow with \$80,000 in New York, advertises for a husband not over five feet ten inches in height. Nothing is said about the breadth.

## Important From Europe.



### ARRIVAL OF THE CANADA.

DISCHARGE OF LORD RAGLAN SUGGESTED—  
ASSAULT BY THE TIMES ON THE MINISTRY—  
PROSPECTS FOR A PEACE TREATY—  
PARATIONS TO STORM SEBASTOPOL, &c.

Correspondence of the Columbia Daily Times.

The London Times advocates the immediate discharge of Lord Raglan as incompetent. It also bitterly assails the Ministry and says Dalhousie, the present Governor of India, is the only fit person for Secretary of war.

At the Vienna Conference on the 28th, the Representatives of England, France and Austria agreed upon and drew up an interpretation of the Four Points. The Austrian minister carried the document to Prince Gortschakoff, who was in company with the Prussian Ambassador; when asked if he was prepared to accept the interpretation without reservation or modification, he replied that his instructions only were to treat on the basis of the Four Points. He, however, asked a delay of two weeks to communicate with the Czar. The terms are reported to be neither hard nor humiliating to Russia, and the Russian interpretation of the Four Points is said to differ but little from that of the Allies.

The siege works of the Allies before Sebastopol were advancing, and reinforcements arriving. The army was full of confidence. Scarcely a night passed without an attack being made on some portion of the French lines.

### Life in Utah.

A correspondent of the Chicago Tribune writes to that paper from Deseret his experience in that Marrying community. He says that when he first mormonized himself he was opposed to the system of plurality of wives, but the beauty and harmony of its operation have caused him and all other's prejudices to give way and to adopt the common custom. For himself, he says he has three wives.

"Sarah Ann, your cousin, whom I married in York State, has the largest share of my affections, and takes precedence in the management of the household. Two years ago I married Miss S., formerly of Ohio, and she has charge of the education of the children and attending to the clothing. My other, which I took three months ago, is from near Hamburg, Germany. She is larger than either Sarah Ann or Elizabeth, (the name of my second wife,) and, I say it without invidiousness or impropriety, is decidedly handsome. Her person is of good size, very round, full chest, bright flaxen hair and a soft blue eye. She enters into the duties of her new situation with wonderful alacrity, and is very happy, as are Sarah Ann and Elizabeth. There is none of that jealousy—that disposition to tear out each other's hair—which you have probably imagined would show itself in such cases.

We are all looking forward to the time when we shall be together constantly in our little Eden, where we can work for each other, and raise our children in "the fear and admonition of the Lord." You may be surprised at this; but you will be still more so, when I assure you that all of my present wives are anxious that I should get another—one who is fitted by education, and physically adapted, to take charge of the business of the dairy. With such an arrangement of my household, every department of a well organized establishment, on a patriarchal scale, would have a head to it, and be governed in order. I have no inclination to comply on my own account, as I am well satisfied with those I now have; but if I should do so, it will be entirely out of regard for them.

My daughter, Louisa, is engaged to be married to a man from Pennsylvania, who has already a wife and three children. It did not entirely meet my approbation, but I did not interpose a single objection, so long as she was satisfied, and the marriage would be in a high degree honorable to her, as well as advantageous in a worldly view."

PAY YOUR BILLS.—AN INCENTIVE.—Some years ago, a farmer in Frederick county, Md., owed a neighbor of his \$50, and as soon as he could realize the sum he promptly paid it over. The morning he called to pay it, his friend appeared to be very thankful, remarking that he was also in debt to another person who needed the money, and he would at once take it to him. This remark started a train of thought in the mind of the first person, who said to himself—why here is \$100 paid with \$50. I will at once follow up this matter and see where it will end. He then followed up the payments of debts by this one note of \$50, until he traced it to the large amount of \$3,750! when it got out of his reach.

Now here is the moral: A owes B a bill, which, if he pays promptly, will be paid by B to C, and so on through the whole alphabet, and it will be surprising to every one, what a small amount is necessary to pay off hundreds of thousands by keeping the "eagles on the wing." Now, when the money market is so tight and the banks are unable to discount all the paper offered, let persons begin to pay their bills, and by doing this they, themselves, will be paid back in turn. It is a machine which feeds itself, and propels, by its own offal, the execution of great exploits. As a word to the wise is ever sufficient, we think it only necessary to give this hint to our business men, who will be able to see, to see the vast amount of good the payment of even a small bill will accomplish in the community.—*Baltimore Patriot.*

Baltimore, January 13.

The country residence of John H. Merchant, Esq., at Fort Washington, was destroyed by fire to day. His three daughters, young ladies, perished in the flames.

The Cincinnati Gazette makes the following startling announcement:—

The most startling discovery of the age is that by which a bank note or other writing or engraving is copied to such perfection as to defy the best judges. Last week a Photographer copied a note of the State Bank of Ohio, and the spurious bill was presented to and received as genuine by three of the most experienced Bank Tellers in the city; and even after being told that it was not genuine they contended that it was good. Unless this discovery can be overcome confidence in Bank notes will be destroyed.

## ASHEVILLE NEWS.

BY THOMAS W. ATKIN.

ASHEVILLE, N. C.

Thursday, January 25, 1855.

We should like to know of the Editor of the "News," if he sympathizes with Mr. Thomas in his efforts to defeat the Cross Charter? That paper, we learn, is quoted by the enemies of the road, in Raleigh, as evidence that the French Broad Road is unpopular in this section! Will the News be kind enough to speak out and give its views upon this subject and the conduct of Mr. Thomas? We pause for an answer.—*Asheville Spectator.*

We are at a loss to know how to answer the above pitiful effort at demagoguism as it deserves. The Editor of the Spectator cannot be ignorant of our position on the Cross Charter, as well as the extension of the Central Road. He knows that we have unceasingly advocated the cross road; and he ought to know that a willingness on our part to let the friends of the various roads have a hearing through our columns, is not evidence of any hostility on our part to the French Broad road.

By turning to our paper of November 23, 1854, only three days after the meeting of the Legislature, an Editorial article, three fourths of a column in length, will be found, in which, after speaking of certain matters which would come before the Legislature, we close with the following language:—

"We of this section are interested, especially, in the extension of the Central road, and in securing a charter for a road from the S. Carolina to the Tennessee line—a 'cross charter,' if you please. For the latter we ask no State aid. All we ask is a naked charter, and insist if our people are willing to build roads with their own money, the Legislature has no just right to say they shall not do so. We have always held the doctrine that the Legislature should grant charters for roads any where desired, when no 'material aid' is required. If State is not taxed, she has no right to step in and limit the enterprises of the people. The simple truth is, the men who project and build rail roads are generally shrewd enough to take care of their own interests; hence roads are seldom built except where demanded by the public necessity and with a fair prospect of remuneration. One people should never have an embargo laid upon their energies, for the purpose of forcing them to travel in a particular direction or to trade at a particular point. Free trade and railroads wherever the people with their own money choose to build them, is our doctrine. If they do not pay, it is no loss to the State; but we have never yet heard of a rail road that did not, with a fair showing, pay handsome profits."

We advocated this cross road before the Editor of the Spectator ever set foot in Buncombe, and expect to continue to do so, on all suitable occasions.

We thought the Spectator and the handful of politicians whose views it represents, were engaged in a small business when belaboring the Blue Ridge Road, because the friends of that road had manifested more sagacity than those gentlemen to whose care the interests of French Broad Valley had been committed. And now to attempt to make capital against us because of our willingness to grant to the Blue Ridge men a privilege that we claim for ourselves, is particularly and specially mean. Our western friends need an outlet to market, and if they can secure the blessing, we are more than willing they should have it; at the same time we claim to have the success of our French Broad Road as much at heart as those who aspire to be the peculiar champions of this work. Thank God we have no disposition to play the part of the dog in the manger.

Our paper has an extensive circulation in the counties composing the District represented by Col. Thomas—that gentleman is a personal and political friend of ours, and as a matter of courtesy to him, and of information to his constituency, we have given him the benefit of a hearing through our columns, and will do so again whenever we see proper. No man with a thimble full of brains will for a moment think of holding an Editor responsible for the views of his correspondents. Col. Thomas knows very well—for we have conversed fully and freely with him upon the subject—that while we have thrown no obstacles in the way of his Road, we have besought him to throw none in the way of ours.

If the Spectator can make anything of this small effort to place us in a false position, it is welcome to do so. We never consult individuals or cliques before taking a position—are independent on all subjects—willing to shoulder the responsibility, and ever ready to meet the consequences.

As to the News being "quoted by the enemies of the Road, in Raleigh, as evidence that the French Broad Road is unpopular in this section," we don't believe a word of it! We don't believe a man can be found, in either branch of the Legislature, who is *Ass* enough to regard us as opposed to a Railroad which, if built, must run within a few hundred yards of our own home. And besides that, the Bill chartering this Road has passed the House of Commons by a vote of 67 to 27—showing that the opposition was inconsiderable; and that mainly from two of the Spectator's pets—Gen. Bynum of Rutherford, and Mr. McKeson of Burke!

The Columbia Times is a capital paper.

Money matters are positively "tight," hereabouts. Every man you meet complains of "hard times," and awful forebodings of worse things to come, seem to haunt the mind and elongate the phiz of every one. Money is scarce, that's a fact;—so scarce that it can't get much "worse," that's a consolation. It has nearly reached the point, where "gravitation shifting, turns the other way," and "in course" we shall have better times. Some days must be dark and dreary, but it is both a duty and a privilege to look beyond the storm and the cloud, that we may catch a glimpse of the glorious sun which shall dispel both. "Sorrow may endure for a night, but joy cometh in the morning." Then cheer up, and work on, with strong trust and abiding faith in a kind Providence, and better days and more prosperous times will soon reward our toil.

On our books are hundreds, who have not paid us a cent for years. Is it right? Is it honest? We need money; aye, desperately, distressingly, need money—or our creditors do, which amounts to about the same thing—and there are hundreds of men who owe and ought to pay us. They would no doubt feel one hundred per cent. better after the operation. Come, gentlemen, send along the money, whether it be one, five, or ten dollars. In the meantime, we will slug, to no particular tune—

Subscribers, pay your debts to day, And we'll pay our's to-morrow, &c. &c.

The telegraph wires are up and in working order between Charlotte, N. C., and Columbia, S. C.

The address of Dr. J. A. Ballew is now Bridgewater, Burke county, N. C.

AWFUL. The allies lose 60 soldiers per day at Sebastopol, from fever and cholera—to say nothing of bullets, bayonets and bombshells.

Godley's Lady's Book for February is on our table. A beautiful number.

Our neighbor of the Spectator does not like Mr. Clingman's speech on mediation—positively he does not! Well, what of it? Nobody expected him to.

"I do not like you, Dr. Fell, The reason why, I cannot tell; But this I know full well, I do not like you, Dr. Fell."

SNUFF. Some modern Solomon has discovered that "snuff dipping" took its rise in England. No matter when nor where nor who commenced it, we motion that a monument be built to the memory of the inventor, to be composed of old "brushes."

COTTON. One average cotton crop of the South and West is worth \$130,813,320!

According to the census, there 847,445 holders of slaves in the United States. Among them are 2 who hold over 1000 each; nine who hold 750; fifty six who hold 400; and one hundred and eighty seven who hold 260.

Rev. James Harlan, anti-Nebraska, temperance, freesoil whig, has been elected U. S. Senator for Iowa, in place of Gen. A. C. Dodge, whose term expires on the 4th of March next.

INCREASING. The receipts of the Virginia and Tennessee Railroad, for the last month, were \$20,172 41, exceeding the receipts from the same source for December, 1853, by \$8,533 92.

THE HERALD OF TRUTH. The first number of this paper is on our table. It is very neatly printed, and filled with excellent matter. We heartily recommend it to the public as a religious and family journal. Price, if paid in advance, \$2. Address, Rev. Wm. Hicks, Hendersonville, N. C.

Flag Pond, Washington co., Ten., }  
January 20, 1855. }

Mr. Editor—It has become my duty to inform you that H. W. Gilbert has refused to take his paper from the office. You can discontinue it.

Yours, truly,

J. B. MARTIN, P. M.

Mr. Gilbert owes us \$8, which, if he is an honest man, he will pay. The chances are, however, decidedly against his doing anything of the kind. Honest men do not, as a general rule, stop papers after his fashion.

After all that we have heard of the excellency of whig principles, their conservative character, and admirable adaptation to the country; after all that has been said of being born a whig, of living a whig, and of dying a whig, more than forty whig newspapers have openly abandoned those "eternal principles," and sought an alliance with Know Nothingism. The remainder are shortening sail, and preparing to wheel into line. Will not the people see in this that these leaders do not consider whig principles and whig policy to be the excellent things they once represented them to be.

Gen. Sam. Houston was baptised at Independence, Texas, a few days since, by immersion.

PHILADELPHIA, Jan. 17. A large boarding house on Chestnut-street, took fire this morning early and was consumed. A young gentleman named Alexander Bowman, a medical student belonging to Hagerstown, was burned to death in the building.

New Hampshire is now without a senatorial representative in Congress.

The Washington Union notices in the following highly complimentary terms the recent speech of Mr. Clingman in the House of Representatives:

"MR. CLINGMAN'S SPEECH.—Whatever opinions may be entertained in regard to the proposal contained in the resolution offered in the House of Representatives by Hon. Thomas L. Clingman, of North Carolina, no one can deny that his speech in support of this proposal is one of eminent ability and force. We print it in this morning's Union. The suggestion originated in the most patriotic motives, and was well received in many parts of the country; but there can be no doubt that, if Mr. Clingman and the Committee on Foreign Relations in the House had been aware of the circumstance announced on Wednesday last in the House by Hon. T. H. Bayly, chairman of that committee, the resolution proposing the mediation of the United States in the present European war would not have been offered.

But perhaps the best explanation of Mr. Clingman's position on this subject is the following, yesterday made to the House of Representatives:

"MR. CLINGMAN. I ask unanimous consent to make a personal explanation, and which will take but a minute or two of the time of the House. It is due to some other gentlemen, as well as myself, that I should make it. There is a statement in some of the newspapers in relation to the remarks of the gentleman from Virginia, [Mr. Bayly], the chairman of the Committee on Foreign Affairs, the other day, upon the question of offering our mediation to the European powers now engaged in war, which, as it has gone out, does a little injustice to myself and the other members of the committee. What I wish to state is, that when the committee on Foreign Affairs, two or three weeks ago, with great unanimity, authorized me to report the mediation proposition, the circumstance alluded to by the gentleman from Virginia was not known to the members of the committee. In point of fact, it was made known to me, as well as to the gentleman from Virginia, only on the very day previous to my speaking upon the subject.

"This fact ought to be understood, because the members of the committee would not probably have acted as they did with a knowledge of this circumstance. I say, further, that when that communication was made, I informed the gentleman from Virginia that, in deference to the information, it would not be necessary for him to call the committee together to reconsider the subject, for that I would waive the right for the present to report upon the subject.

"I may further say, the information does not, in my judgment, change at all the propriety of making the movement I suggested. But, for reasons which it is not proper for me to state, I decline taking any steps at this time. This much I desire to be understood, in justice to the opinions of the committee and to myself."

SOME ON HAND. The balance remaining in the Treasury of Louisiana at the end of 1853, was \$1,162,127 30, which the receipts for the last year increased to \$2,576,704 20. The disbursements during this period amounted to \$1,845,573 89, leaving a balance on hand of \$730,130 31.

JUST LIKE 'EM. Three well known abolitionists in New York are implicated in a charge of fitting out slave ships!

RESIGNATION OF MR. SONLE. Mr. Sonle has resigned his position as Minister to Spain, and Hon. R. J. Breckinridge has been nominated and unanimously confirmed by the Senate in his stead.

REDUCTION OF THE TARIFF.

The Democratic members of the House met in caucus on the evening of the 3d inst., to consider the recommendation of the Secretary of the Treasury to revise the present Tariff. Resolutions were passed to the purpose that it is right and proper that the duties on goods, wares and merchandise imported into the United States from foreign countries should be reduced by Congress at its present session, to the revenue standard, carrying out the principles of the tariff of 1846.

A RARE CHANCE. The St. Paul (Minnesota) Pioneer contains the following advertisement:

"One hundred able bodied lawyers are wanted in Minnesota to break prairie land, split rails, and cord wood. Eastern and southern papers please copy."

FOR SORE THROAT.—Take a tea cup full of sweet oil, and half as much spirits of turpentine; unite them, and with the mixture rub the throat, and wear a flannel around it.

The Knoxville Standard has been revived, and is now under the Editorial care of our old friend, Col. John E. Helms. John was reared on printer's ink, wields the "pen of a ready writer," "fit" the Mexicans, is a clever fellow, and a good Democrat. If, with all these qualifications, the Standard don't succeed, the establishment ought to be burnt up and the proprietors hung.

Since Mr. Kinsloe purchased the Knoxville Register, he has washed its face, dressed it up in a new diction, and otherwise so rejuvenated its ancient physiognomy, that you would scarce suspect it to be forty years old. Hardin P. Shannon, Esq., is the Editor.

Mr. Senator Badger lately introduced a Bill to increase the pay of Supreme Court Judges, and Members of Congress, giving to each Senator and Representative \$12 per day.

POOR FELLOW! A western editor thus delivers himself:

"We would say to the individual who stole our shirt off the pole, while we were lying in bed waiting for it to dry, that we sincerely hope the collar may cut his throat!"

Thursday is observed by the Russians as their Sunday.

## The Legislature.

In the House of Commons, on the 11th, the Speaker announced the order of the day was the bill incorporating the Greenville and French Broad Railroad company.

Mr. Baxter spoke in favor of the bill and explained at length the advantage of the proposed Railroad, and combated the different objections made by the opponents of the improvement.

Mr. J. G. Bynum wished to have time for consideration, and after some further discussion the bill, was postponed until to-morrow at 11 o'clock.

SENATE, 12th. The engrossed bill to authorize the County Court of Henderson to sell and convey lands owned by the County; and the engrossed bill to authorize gates in Green River Cove, in Henderson, were read three times, and ordered to be enrolled.—Also, the engrossed bill to authorize the arrears of taxes in Jackson County.

A message from the Commons, informing that they had passed the engrossed bill to lay off and establish the County of Polk, with an amendment, in which they ask the concurrence of the Senate. The amendment was agreed to. The bill only lacks ratification to become a law.

The engrossed resolution in favor of E. D. Davis, Sheriff of Jackson County, was read three times and ordered to be enrolled.

In the House, on motion of Mr. Baxter the bill to incorporate the French Broad Railroad company was taken up on its third reading.

Mr. J. G. Bynum opposed the bill as one well calculated to serve the interests of Tennessee and South Carolina at the expense of North Carolina.

Mr. Baxter replied at length to the arguments of Mr. Bynum.

Mr. Dortch moved an adjournment of the debate until Wednesday next.

Mr. Jordan opposed the adjournment.

Mr. Bryson opposed the bill as a most unpopular measure in his county.

Mr. Vance supported the bill as one well calculated to advance the interests of the State at large.

Mr. Rolen was opposed to the bill as injurious to the plan for extending the North Carolina Railroad westward, and wished the measure postponed.

Mr. Phillips was sorry that the State had ever granted charters for cross Railroads, and considered the extreme west was bound by ties of interest to South Carolina and Georgia, and of course anxious to advance these interests. If the State refused to extend the Railroad interests westward, then he was willing to give the west an outlet to suit them, but until he saw the refusal, he was not willing to divert the resources of North Carolina from her own seaports. He was for postponing the bill.

Mr. Meares said that he believed if it was the policy of the State to grant the charter, it ought to be so amended as to cross the mountains at one of the Gaps farther North than the one now contemplated by the bill, otherwise the extension of the Central Road west could only intersect it beyond the mountains. Whereas, by the proposed amendment, in the extension of the Central Road the State would be saved the expense of crossing the mountain at all, by being able to tap the road at this side.

Mr. Dortch withdrew his amendment and moved to lay the bill on the table. Rejected—yeas 27, nays 62.

Mr. McKesson made a motion to adjourn the debate until Thursday next. Rejected. The House took a recess until 3 o'clock.

EVENING SESSION.

Mr. Jordan addressed the House in continuation of the debate upon Mr. Bynum's amendment, that the gauge of the road be uniform with that on the North Carolina Railroad. Mr. Jordan said as friend to the extension of the North Carolina Railroad east and west, he could not object to this charter which would not conflict with the interests of that road. The section of the State to be benefited by this bill has no natural connection with Beaufort, and if common interests and feeling do not bind people together "bands of iron and hooks of steel" will be in vain. The arguments against this bill are not tenable. Commerce cannot be controlled or driven into certain channels. A diversity of interest will always produce a diversity of feeling, and as the natural obstacles which prevent a connection with Beaufort will not be soon removed—it is the duty of the legislature to give them this outlet for their produce. They ask no money from the legislature, and while his feelings and interests were for Beaufort—he would not compel people to build up a port with which they had no natural connection. Suppose this bill is rejected, when will a road be built for them? And even if it was, as distance adds to the cost, the farmers will go where their interests leads them, and an attempt to confine them to one port is tyranny—such as was attempted to be imposed on our forefathers by the navigation laws. Virginia in one instance had refused to charter a road, yet the people had it in despite of the legislature. When an improvement raises land from \$1 to \$10 per acre it must be beneficial, not only to the locality but to the State. Another advantage is this bill proposes to build 46 miles of the railroad extension which we propose to build ourselves. If produce has a better market in Beaufort the people's interest will bring them there.

Mr. Yancey said his constituency were deeply interested in this bill, and felt it his duty to make some observations upon the illiberal feeling shown upon this question.—They only asked permission to build a road, extending east and west, with their own money. If sufficient inducements were given of course the produce of the west would be brought to Wilmington. In reply to the objection that the road run out of the State, he instanced the Raleigh and Gaston and the Wilmington roads both subject to the same charge. He was opposed to laying an embargo and the denial to build the road was an embargo on the produce of that section of the State.

Mr. Y. at some length pointed out the advantages to be derived from the road under debate in enhancing the value of lands and of course the revenue of the State, and trusted the opposition would not be persevered in.

Mr. Myers stated that experience had proved that the difference of gauge was of little consequence on roads belonging to independent companies.

Amendment rejected—yeas 18, nays 78.

On motion of Mr. Baxter, an amendment was adopted allowing the North Carolina Railroad to cross or intersect at one or more



points.  
An amendment offered by Mr. McKesson was rejected.  
Mr. Bryson moved to strike out all after the enacting clause and insert Mr. Fisher's bill, which after some debate on a point of order he withdrew.  
An amendment by Mr. J. G. Bynum to strike out the 11th section was rejected.  
Mr. Barringer expressed his opinion that this was a most important bill, and expected to vote for it. He thought the difference of gauge was a most important matter, and was for having all the North Carolina roads of the same gauge, and regretted the rejection of Mr. J. G. Bynum's amendment. Mr. Barringer spoke at length explaining his position on internal improvements and in support of the bill. He was for building up Beaufort, but thought the true principle was to allow the people to go where they will get the highest price for their produce and supply their wants at the cheapest rates. The people cannot be driven to particular ports against their own interests.  
A motion to adjourn was rejected. Ayes 46, noes 49.  
After some remarks from Mr. Dortch a motion to adjourn by Mr. Love was rejected.  
An amendment by Mr. McKesson, that they shall not connect with the North Carolina Railroad out of the Blue Ridge. Rejected.  
After some debate between Messrs. Baxter and J. G. Bynum, in which Mr. Baxter expressed his willingness to adopt the North Carolina gauge, if the House wished it.  
Mr. Gilliam moved the reconsideration of the vote rejecting Mr. J. G. Bynum's amendment. Rejected.  
Another desultory debate took place between Messrs. Baxter, Smith, Vance and Gilliam.  
Mr. Settle said it was evident the House was in favor of the bill and would pass it. He was willing to set up all night to put down the factious opposition, otherwise another day would be spent in discussing the bill.  
Mr. D. F. Caldwell agreed in every observation made by Mr. Settle and would remain till the break of day to pass the bill.  
Mr. Gilliam explained and denied his opposition was factious.  
Mr. Barringer hoped Mr. Settle would withdraw the expression "factious."  
Mr. Settle had no personal application to any gentleman in particular, but if any gentleman—The Speaker interfered, and Mr. Settle took his seat.  
The House refused to reconsider.  
On motion of Mr. Mebane the House adjourned—Ayes 49, noes 48.  
January 13.—The motion to suspend the rules and take up the unfinished business of yesterday was agreed to—Ayes 62, noes 20.  
The question was on the adoption of Mr. J. G. Bynum's amendment in answer to a question from Mr. S. A. Williams. Mr. Baxter declared that four years consideration of the bill convinced him it would be a benefit to the North Carolina Railroad.  
Mr. J. G. Bynum's amendment was rejected—Ayes 15, noes 76.  
Mr. J. G. Bynum moved an amendment that the road shall not pass South of a certain point.  
Mr. Baxter declared the amendment was destructive to the bill.  
Rejected—Ayes 23, noes 68.  
Mr. J. G. Bynum moved an amendment that the road should not pass south of Reedy Gap. Rejected—Ayes 17, noes 70.  
Mr. Dargan spoke in favor of it.  
Mr. Smith against it.  
Mr. Graven offered an amendment taxing the passenger traffic on the road.  
Mr. Craven spoke in favor of his amendment, which was accepted by Mr. Baxter.  
Mr. Gorrell opposed the bill at some length.  
Messrs. Winston, T. H. Williams, J. W. Neal, Mann, Gilliam and Vance occupied the remainder of the session in remarks on the bill and the amendment.  
At 2 o'clock, on motion of Mr. Whitaker, the House adjourned until Monday morning.  
On Monday morning the 15th, the Senate was mainly engaged upon Mr. Fisher's bill for extending the North Carolina Railroad west from Salisbury. An animated debate took place, in which Messrs. Fisher, Biggs, Cherry, Thomas, Houghton, Wilder, Graham, Rayner, Mitchell, Brogden and others took part; and the bill passed by the following vote:  
YEAS—Messrs. Boyd, Cherry, Christian, Coleman, Cunningham, Davis, Faison, Fennell, Fisher, Fountain, Freeman, Gilmer, Graham, Graves, Houghton, Herring, Hoke, Jones, Lane, McDowell, Mills, Mitchell, Oldfield, Rayner, Speight, Taylor, J. W. Thomas, W. H. Thomas, Walker, Wilder, Wiggins, Winslow and Wood—33.  
NAYS—Messrs. Biggs, Bower, Brogden, Clark, Collins, Drake, Eaton, Eburn, McCleese, Martin, Person, Saunders, Taylor, and Wiley—14.  
The bill provides for a gradual extension of the Road, the State taking two thirds of the stock. The first appropriation by the State is \$600,000; and the Road is to be stocked and used as finished, by sections or divisions.  
Id the Commons, on Monday, the bill incorporating the French Broad Railroad Company was debated by Messrs. Baxter, Gorrell, Bynum, Smith, Singeltary, Shepherd and others, and passed, ayes 67, noes 27.  
On motion of Mr. Jenkins, that portion of the Revised Statutes authorizing a geological and agricultural survey of the State, was stricken out, ayes 69, noes 26.  
MOBILE, Jan. 16.  
There is in process of organization here a general subscription among the black population—the slaves—in aid of the suffering poor of New York and the Eastern cities. This is a fact, and you will soon find it out.  
CONCORD, N. H. Jan. 17.  
The Know-Nothing Convention, in session here, has nominated Rev. John Moore, a Universalist Minister, for Governor. Elder Pike for first Congressional District, Mr. Tappan for Second, and A. H. Cragin, for the Third.—There is much excitement among the friends of the defeated candidates, and threats to bolt are made thick and fast.

The Hon. Joseph R. Chandler, an eminent whig, was defeated recently for Congress in Philadelphia, it will be remembered, his only crime being that he had worshipped God according to the dictates of his own conscience! A Know Nothing was elected in his place, and will take his seat in the next Congress, and together with those recently chosen from Massachusetts, will swell the vote in that body against the rights of the slaveholding States. The following is the substance of a speech delivered in the House of Representatives a few days since, by Mr. Chandler. It will be seen he fully and thoroughly refutes the charge that Catholics in this country owe paramount allegiance to the Pope; and in this he agrees with the statements made on the subject by Judge Gaston, of this State, in the Convention of '35. Let the bigotted and intolerant read and ponder what follows:  
"Mr. Chandler rose to reply to the Know Nothing speech of Mr. Banks, who, he said, had made special and incalculable remarks regarding the Roman Catholic Church, involving in the imputation a charge of latent treason against its members, or at least, an imputation. There is no article of their religious faith which over-rides all fealty to this government, and which would render them unworthy of public trust—suspected citizens and dangerous citizens. Standing here almost alone in the assertion of a fact which seems to be doubted, he was without the sympathy of a host of partisans to sustain him and to pardon the infirmity of his defence of the principles which he advocated.  
He denied that the Pope of Rome has or claims for himself the right to interfere with the political relations of any country than that of which he is himself the sovereign; and he denied the right of the Pope, resulting from his divine office, to interfere between the subjects and sovereigns, and citizens and governments. While he made this denial he acknowledged all his obligations to that church, of which he is an humble member.—He would not yield a single dogma, nor explain it away to suit the spirit of the time.  
He believed all that the church believes and teaches as religious dogmas. He must regard himself as involved in the general censure of the gentleman from Massachusetts.—He clearly and distinctly denied that the power of the Pope extends one grain beyond his spiritual relations, or infringes in the least degree on the duty which any Roman Catholic owes to the government under which he lives. If, he said, by the Providence of God, the Bishop of Rome should possess himself of an army to invade the territory of the United States or assail the rights of our country, he would find no more earnest antagonists than in the Roman Catholics.  
If I should not be here to vote supplies to our army, and too old to take part in the battle, I would be found in the privacy of my chamber, or at the foot of the altar, imploring God for the safety of my country and the defeat of the invaders. (Applause.) If the spirit of conquest should seize on the wearer of the tiara, and he should seek to subjugate Italy, provoking the arms of other nations against his own State, I would look on the chances of the defeat of his arms as coolly and complacently as on the mischievous schemes of any other ambitious monarch.  
This was his belief, and fully and openly asserted by every bishop in the United States. In proof, he read from the writings of Bishops England, Kenrick, Hughes, Spalding, and others. He scorned to utter less than the whole truth; and referred to other times when the Pope deposed kings, but only when it was required by existing constitutions or compacts for the benefit and at the instance of the governed. In the language of Bishop England, "God never gave to the Pope any temporal power to depose kings, or interfere with the political concerns; and any rights which the successor of St. Peter claims for that purpose must be derived from some other source." He condemned the inequality in citizens which the Know Nothings seek to establish, saying that if this shall be done, it would not be long before that class will demand as a boon what freemen claim.  
In conclusion, he said: with my hand on my heart and my eyes towards heaven, with reverence I appeal to God to witness the truth of the assertions which I have made, with the conviction of knowledge and the credibility of the testimony I have adduced from others.  
Great Conflagration.  
Large Amount of Property Burned. One Man very badly Injured by the falling of Walls, &c., &c., &c.  
At one o'clock this morning, the policemen sprang their rattles for an alarm of fire, and in a few minutes the entire lower part of the city became illuminated by a flame such as is seldom witnessed, even in larger cities, where millions of dollars worth of property is sometimes destroyed, ere the ravages of the fiery element can be stayed.  
The most melancholy part of this affair is the fact that a young man, named Allen Spencer, was severely crushed by the falling of the walls of Mr. Brown's stable. Both the thighs of the unfortunate man were broken, and at three o'clock the physicians entertained no hopes that he would survive. The injured man was an engineer on the South Carolina Railroad, and bears a most estimable character. He has a wife and several children.  
On proceeding to the spot, our reporter learned that the fire was first discovered in the wheelwright and blacksmith shop of Mr. C. C. Thomas, situated on the south side of Chalmers street, midway on the block between Church and State streets. This property, we understand, belonged to the estate of Mrs. King.  
From the above, the flames speedily spread to the adjoining buildings, viz: King's blacksmith shop on the west, and Mr. G. W. Brown's stable on the east, in which there were a few carriages but no horses. The vehicles belonged to Mr. Chapin. All the buildings above named, were laid in ashes in a few minutes.  
Among the other houses burned on the South side of Chalmers street were the following:  
A three story brick house, occupied by Charles Farrelly, and owned by the estate of Wm. A. King.  
Two story frame house occupied by M. McBride, broker and auctioneer. No insurance.

On the opposite side of the street two small wooden buildings, occupied by poor families. They belonged to Thos. S. Ryan and Jas. Marsh.  
The fire then extended to the interior of the west block, and communicated with the buildings known as Law Range, which were soon enveloped. It now, for a time, seemed utterly impossible for human power to prevent the entire destruction of the whole block. Owing to the long spell of dry weather, the cisterns in the neighborhood were mostly empty. The firemen worked most assiduously, but their efforts seemed unavailing.  
The flames rapidly worked their way through to Church street, where they demolished two large stables, which were occupied by Mr. Fosdick, together with two small tenements.  
A portion of the second floor of one of the stables fell while some of the firemen were standing inside the door directing a stream upon the flames. The timbers caught Mr. Cleator, and for a few minutes he was in danger of being burned to death. Fortunately a stream of water was played upon him, and in a moment or two after, by an extraordinary effort he managed to extricate himself. Mr. C. is a member of the Vigilant Fire Company.  
In consequence of the lateness of the hour, it was of course impossible to obtain anything like accurate particulars respecting the amount of property destroyed, or the extent of the insurance. About twelve or fourteen buildings were burned.  
At half-past three o'clock, the progress of the flames was checked—it was considered they could do no further damage.  
[Charleston Standard.]  
Postscript!  
Just before going to press, we received the following letter from our Raleigh correspondent. It will be found quite interesting.—And especially do we desire to call attention to some facts stated by him in regard to the vote in the House of Commons, on the final passage of the French Broad Railroad Bill. It has been charged by the Asheville Spectator that our paper was quoted at Raleigh to the injury of the Bill. Now, look at the figures—for the Bill, 43 Democrats, 24 Whigs;—against the Bill, 11 Democrats, 16 Whigs! Does this look much like a Democratic paper had been quoted to the injury of the Bill? Again, we wish the people to bear this vote in mind, when next they are endeavored to be arrayed against the Democratic party, on the ground that that party is opposed to Internal Improvements. This charge has, by the action of the present Legislature, been proven totally false and unfounded.  
We have no disposition to mix up party politics with these great questions of Internal improvement, but the game has been commenced by the Spectator, and we will pursue it to the bitter end. No man shall attempt to place us in a false position, and escape with impunity. The people shall have the truth, and the whole truth.  
From our Raleigh Correspondent.  
RALEIGH, Jan. 19, 1855.  
Dear News:—I have barely time to write you a few lines before the mail closes, to give you such few items of the doings here as now occur to me as most likely to interest your readers.  
The main topic now before the Legislature is internal improvement. On Monday the French Broad Road bill passed the Commons, after several days animated debate, by a vote of 67 to 27. The political complexion of the vote was: for the bill, 43 Democrats and 24 Whigs;—against the bill, 11 Democrats and 16 Whigs—showing that there were many non-voters. The most active western members for the bill, in the House, were Messrs. Baxter, Yancey and Vance; while Gen. Bynum, of Rutherford, led the opposition to it. The fight excited much attention, and some of the western Senators almost lived in the Commons Hall while it lasted. Messrs. Coleman and Mills, particularly, electrified actively for the road, and Messrs. Thomas of Jackson, and Hoke of Lincoln, against it. It is anticipated, there is scarcely a doubt, it will pass the Senate, so soon as its friends conclude it will be a proper time to introduce it.  
Mr. Fisher's bill for the "Western extension" has passed its second reading in the Senate, and will soon come up for its third.—It is understood that the third reading is now the "test vote," instead of the second, as usually the way, but the "Extension" men are sanguine of ultimate success.  
On Wednesday, the Free Suffrage Bill passed the Senate, by a vote of 35 to 15.—Pending the consideration of the measure, Mr. Coleman of Yancy spoke at length upon the questions of Free Suffrage, a Convention, the basis of representation, &c., taking very decided ground for an open Convention, but advocating the passage of the bill under existing circumstances. The speech will probably be published. At some other time I may give your readers, more at large, the incidents connected with the passage of the measure.  
The bill for increasing the State's aid to the Cape Fear and Deep River Navigation Company, passed its third reading in the Senate to day, without a division; and that for the Yadkin and Dan River Rail Road was rejected—21 to 20.  
To day two bills affecting your section of country were introduced by Mr. Coleman, and passed their first reading. One for incorporating the "Indian Grave Gap Turnpike Company," in Yancy and McDowell counties; and the other to authorize the construction of a Dam across the French Broad River, for manufacturing and mechanical purposes.

The Legislature will scarcely be able to get through with the business before it in less than a month—perhaps not before the first of March. The rail road bills, especially, will consume much time, and though all seems now to be going on swimmingly, there is a strong under current of shrewd suspicion afloat, that the end is not yet, and that a very beautiful fight may yet be seen before all is through with.  
In haste, yours.  
DEATH OF A U. S. SENATOR.—The Hon. Moses Norris, Senator in Congress from the State of New Hampshire, died in Washington City, on Thursday night the 11th inst., after an illness of only three or four days. New Hampshire is without a Senator in Congress, the last Legislature of that State having failed to make an election to fill an existing vacancy.  
NEW YORK, Jan. 16.  
Some ten thousand of the mechanics and laborers of the city, now unemployed, paraded the streets this afternoon, and assembled in the Park, where a number of strong speeches were made, after which, the crowd quietly dispersed.  
MONROE, N. Y. Jan. 15.  
A fire occurred here yesterday morning, which destroyed the Exchange Hotel, the House Telegraph office, and four stores. The loss is not ascertained. The hotel was valued at \$15,000, and insured for \$5,000.  
There are two reasons why you should not interrupt an editor when he is writing. One is, it is apt to put him out, the other is, you might get put out yourself.  
BY AUTHORITY.  
LAWS OF THE UNITED STATES.  
[CHAPTER CCXXX.]  
AN ACT to establish certain Post Roads.  
By it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following be established as Post Roads in lieu of those heretofore established, viz:  
[CONTINUED.]  
VERMONT.  
From Bakersfield, by West Enosburgh, and Enosburgh Falls, to West Berkshire.  
From Barnet to Peacham.  
From Barnet to Waterford Lower Village.  
From Barton, by Barton Landing, down the Barton River, to West Derby.  
From Bellow's Falls, by Rockingham, Bartonville, Chester, North Chester, Cavendish, Proctorsville, Ludlow, Mount Holly, East Willingford, Cuttingsville, East Clarendon, North Clarendon, Rutland, Pittsford, Brandon, Leicester, Otter Creek, Satisburg, West Satisburg, Middleburg, Vergennes, Ferrisburgh, North Ferrisburgh, Charlotte, and Shelburne, to Burlington.  
From Bellow's Falls, by Saxton's River, Cambridgeport, Grafton, Townsend, West Wardsborough, and Stratton, to Arlington.  
From Bellow's Falls, by South Charleston, New Hampshire, Charleston, North Charleston, Claremont, Weatherfield, Vermont, Ascutueville, and West Claremont, New Hampshire, to Windsor, Vermont.  
From Bethel, by Gayville, Stockbridge, Rochester, Hancock, Ripton, and East Middlebury, to Middlebury.  
From Brandon, by Sudbury, and Orwell, to Chipman's Point.  
From Brattleborough, by West Dummerston, and Fayetteville, to Townshend.  
From Brattleborough, by West Dummerston, Fayetteville, Williamsville, and Dover, to Wilmington.  
From Brattleborough, by Dummerston, Putney, Westminster, and Walpole, New Hampshire, to Bellow's Falls, Vermont.  
From Brattleborough, by West Brattleborough, Marlborough, Wilmington, Searsburg, and Woodford, to Bennington.  
From Brattleborough, by Guilford, Guilford Centre, Green River, Halifax, West Halifax, Jacksonville, Whittingham, Readsborough, Heartwellville, and Stamford, to North Adams, Massachusetts.  
From Bridge-water, by Woodstock, Taftsville, and Quechee Village, to the Railroad station.  
From Burlington, by Winooski Falls, Painesville, Colchester, West Milton, Milton, East Georgia, Georgia, St. Albans, Swanton, Alburgh, Alburgh Springs, and West Alburgh, to Rouse's Point, New York.  
From Burlington, by South Hero, to Plattsburg, New York.  
From Burlington, by St. George, Hinesburg, and Monkton, to Vergennes.  
From Burlington, by St. George, Hinesburg, Starksborough, Bristol, and New Haven Mills, to Middlebury.  
From Canaan to Pittsford, New Hampshire, from Chester, by Andover, to Weston.  
From Chester Village, by Kingville, to Worthington.  
From Danby, by Mount Tabor, to Weston.  
From Danville, by Walden, East Hardwick, Hardwick, Greensborough, and Craftsbury, to North Craftsbury.  
From East Barnard to Royalton.  
From East Berkshire, by Montgomery, to Montgomery Centre.  
From East Burke, by Victory, Gramby, and Guilford, Northumberland, New Hampshire.  
From East Thetford, Thetford, Post Mill Village, West Fairlee, and Vershire, to Chelsea.  
From Factory Point, by Winhall, Peru, Landsgrove, Londonderry, South Londonderry, and Simonsville, to Chester.  
From Fairfax to Buck Hollow.  
From Fairfax to Fletcher.  
From Fairfax to Westford.  
From Fairfax to Georgia Depot.  
From Grafton, by Houghtonsville, and Windham, to Londonderry.  
From Hartland Depot, by Hartland, Woodstock, and Bernard, to Bethel.  
From Irasburgh, by Brownington Centre, and East Charleston, to Brighton.  
From Jacksonville, by South Halifax, Coleraine, Massachusetts, and Griswoldville, to Shelburne Falls.  
From Johnson, by Hyde Park, Morrisville, and Wolcott, to North Craftsbury.  
From Johnson, by North Hyde Park, Eden, Lowell, Westfield, Troy, Newport, and West

Derby, to Derby Line.  
From Jonesville, by Huntington, Starksboro, and Bristol, to New Haven.  
From Jonesville, by West Bolton, Underhill Centre, Pleasant Valley, Cambridge, Jefferson, Waterville, Bakersfield, West Enosburgh, Enosburgh Falls, and West Berkshire, to East Franklin.  
From Lancaster, New Hampshire, by Northumberland, Guilford, Vermont, Maidstone, Brunswick, Lemington, and South Canaan, to Canaan.  
From Lyndon Centre, by East Burke, Burke, Newark, East Charleston, West Charleston, and Derby, to Derby Line.  
From Manchester, by South Dorset, Dorset, East Rupert, Pawlet, and Wells, to Granville, New York.  
From Middlebury, by Cornwall, Whiting, Sudbury, and Hubbardstown, to Castleton.  
From Middlesex, by Moretown, and Waitsfield, to Warren.  
From Montpelier, by Middlesex, Waterbury, Bolton, Richmond, Jonesville, and Williston, to Burlington.  
From Montpelier, by Cornwall, West Cornwall, and Shoreham, to Larrabee's Point.  
From Montpelier, by Salisbury, Leicester, Brandon, Pittsford, Rutland, East Clarendon, Cuttingsville, Mount Holly, Proctorsville, Cavendish, North Chester, Bartonville, to Bellow's Falls.  
From Mount Pelier, by Barre, and Washington, to Chelsea.  
From Montpelier, by Worcester, Elmore, Morrisville, Hyde Park, Johnson, Waterville, Bakersfield, East Fairfield, and Fairfield, to St. Albans.  
From Montpelier, by Barre, Orange, West Topsham, East Corinth, and Bradford Centre, to Bradford.  
From Montpelier, by North Montpelier, East Calais, Woodburg, South Hardwick, East Hardwick, Hardwick, Greensborough, and Glover, to Barton.  
From Montpelier, by Barre, South Barre, Williamstown, East Brookfield, East Randolph, and East Bethel, to Royalton.  
From Montpelier, by East Montpelier, Plainfield, and Cabot, to Danville.  
From Morgan, by Holland, to Derby Line.  
From North Craftsbury, by Albany, Irasburgh, Coventry, Newport, West Derby, and Derby, to Derby Line.  
From Paper Mill Village, by South Ackworth, Lempsford, and East Unity, to Newport.  
From Painesville, by Essex, Sorico, Underhill, Cambridge, and Jeffersonville, to Johnston.  
From Proctorsville, by Cavendish, Upper Falls, Corners, and West Claremont, to Claremont.  
From Rutland, by Clarendon, Wallingford, South Wallingford, Danby, North Dorset, East Dorset, Factory Point, Manchester, Sunderland, Arlington, Shaftsbury, South Shaftsbury, North Bennington, Bennington, Bennington Centre, North Hoosick, Eagle, Bridge, New York, Buskirk's Bridge, Johnsonville, Schaghticoke, Tomhannock Junction, and Lansingburg, to Troy.  
From Salem, by West Rupert, to Rupert.  
From Sherburne, by North Sherburne, and Pittsfield, to Stockbridge.  
From St. Albans, by East Highgate, Franklin, and West Berkshire, to Berkshire.  
From St. Albans, by Swanton Centre, to Highgate.  
From St. Albans, to Swanton.  
From St. Albans, by Sheldon, East Sheldon, and West Enosburgh, to Enosburgh.  
From St. Albans, by Sheldon, Enosburgh Falls, and East Berkshire, to Richmond.  
From Stratford, by South Stratford, and Union Village, to Pompanoosac.  
From Steven's Village to Lower Waterford.  
From St. Johnsbury, by St. Johnsbury Centre, Lyndon, Lyndon Centre, Sutton, Barton, Brownington, and Derby, to Derby Line.  
From St. Johnsbury, to Danville.  
From St. Johnsbury, by Johnsbury East, West Concord, Concord, and Lunenburg, to Lancaster, New Hampshire.  
From St. Johnsbury, by Lower Waterford, and Waterford, to Littleton, New Hampshire.  
From South Royalton, by Tunbridge, to Chelsea.  
From Swanton, by Highgate, Franklin, East Franklin, and West Berkshire, to Richmond.  
From Swanton, by West Swanton, Alburgh, Alburgh Springs, and West Alburgh, to Rouse's Point, New York.  
From Troy to North Troy.  
From Troy, by West Newport, Coventry, and Irasburgh, to Barton.  
From Vergennes, by Addison, Bridgeport, Shoreham, Orwell, Benson, and West Haven, to White Hall, New York.  
From Waterford to Littleton, New Hampshire.  
From Waterbury, by Stow and Morrisville, to Hyde Park.  
From Wethersfield, by Ascutueville, and West Claremont, to Claremont Depot.  
From Wall's River to Ryegate.  
From West Milton, by South Hero, Grand Isle, North Hero, and Isle La Motte, to Alburgh.  
From West Rutland, by Clarendon Springs, Ira, Timonah, and Danby Four Corners, to Danby.  
From West Townshend, by South Windham, to Windham.  
From White River Junction, by Hanover, New Hampshire, Norwich, Vermont, Union Village, Pompanoosac, Lyme, New Hampshire, North Thetford, Vermont, East Thetford, Oxford, New Hampshire, Fairlee, Vermont, Piermont, New Hampshire, South Bradford, Vermont, Bradford, Haverhill, New Hampshire, Newbury, Vermont, Well's River, McIndoo's Falls, Barnet, and Passumpsic, to St. Johnsbury.  
From Windsor, by Brownsville, Felchville Upper Falls, and Cavendish, to Proctorsville.  
From Windsor, by Plainfield, New Hampshire, Hartland, Vermont, North Hartland, White River Junction, Hartford, West Hartford, Sharon, South Royalton, Bethel, West Braintree, Bozberg, Northfield, Montpelier, Middlesex, Waterbury, Bolton, Jonesville, Richmond, Williston, Painesville, and Winooski Falls, to Burlington.  
From Woodstock, by Bridge-water, Plymouth, and Tyson Furnace, to Ludlow.  
From Woodstock, by South Woodstock, Reading, Felchville Upper Falls, Perkinsville, North Springfield, and Springfield to Charleston, New Hampshire.  
From Woodstock, by South Pamfret, Pamfret, and Snow's Store, to West Hartford.

DR. J. F. E. HARDY  
AND  
DR. W. L. HILLIARD,  
HAVE this day associated themselves in the practice of MEDICINE, in its various branches. Dr. HARDY, who is daily in the village, will be always ready to examine cases and make out prescriptions, and when in his power visit cases in the country. We would especially call the attention of all persons laboring under diseases requiring Surgical aid, to this card. We will take especial pains to assist all persons living at a distance in procuring suitable boarding houses in or near the village, and render them such relief as the profession is capable of.  
Asheville, January 2, 1855. 1f  
DR. J. D. BOYD,  
TENDERS his Professional services to the citizens of Asheville and surrounding country. He considers himself a permanent citizen, and will give his undivided attention to the profession, and to cases committed to his care.  
Office, the one formerly occupied by A. S. Merrimon, Esq., south end of the Court House. Residence, the house recently occupied by Dr. Hilliard.  
Asheville, Dec. 21, 1854. 1f  
M. L. NEILSON, M. D.,  
ASHEVILLE, N. C.  
January 11, 1855. 1f  
MINERALOGY,  
Assaying, Civil and Mining  
Engineering, and Surveying.  
THE subscriber is prepared to devote special attention to the above branches, and the application of Chemical Analysis thereto. Persons interested in MINING are invited to consult him for information or instruction in regard to the most recent and valuable methods of conducting the same.  
Assays of Gold, Silver, Lead, Copper and other Mineral Ores, executed with punctuality and dispatch.  
Assay specimens of one or two ounces, with a remittance of \$5.00 for each Assay may be sent to the subscriber by mail. Metallic Ores tested by the most speedy and accurate process at \$2.00 for each specimen.  
WM. BEAL, A. M.  
Murphy, N. C., January 4, 1855. 1f  
NOTICE.  
HAVING disposed of my entire stock of merchandise to Messrs. A. T. Sumner & Co., I am desirous of closing my business as soon as possible; and now respectfully request all who are indebted to me to come forward and settle.  
J. W. PATTON.  
Asheville, January 4, 1855. 1f  
"Make the Fur Fly."  
WANTED, at prices which will pay,  
1,000 Beaver Skins,  
1,000 Otter "  
10,000 Coon "  
10,000 Gray Fox "  
10,000 Red Fox "  
10,000 Black Fox "  
10,000 Wild Cat "  
20,000 Mink "  
50,000 Opossum "  
50,000 Rabbit "  
50,000 Muskrat "  
Hunters, wake up! bring these things in and give us the first offer, which we think is our right, as we buy all kinds of fur.  
SMITH, BAIRD & VANCE.  
Dec. 21, 1854.  
VALUABLE LAND.  
On the first Monday in February next, I will offer for sale, to the highest bidder, at the late residence of Ebed Jones, deceased, on Sandy Mush Creek, Buncombe County, all the valuable Lands and Mill property belonging to said deceased; on a credit of from one to four years. Further particulars made known on the day of sale.  
ISAAC JONES, 1f  
January 18, 1855.  
Boots and Shoes.  
Gentlemen's water proof sewed Boots, Ladies' Gaiters and Baskins; children's walking shoes and slippers; ladies and gentlemen's Over-shoes; a very superior article of Cork Soles, from the well known establishment of Miles & Son. For sale at the cheap cash store of J. M. BLAIR, 1f  
January 11, 1855.  
Hugh L. Tinley,  
Of Knoxville, Tennessee.  
HAVING had many years experience in the transportation of Goods through Tennessee and Alabama, and  
John Herron,  
Of Charleston, S. C.,  
Who has an experience of 20 years in the commerce of Charleston, the last seven of the time spent in the Receiving and Forwarding Department of the South Carolina Rail Road Company, respectfully offer their services as  
GENERAL AGENTS AND COMMISSION MERCHANTS.  
For the receiving and forwarding of all Goods, Wares, Merchandise and machinery through Charleston.  
ALSO,  
For the sale of all kinds of East Tennessee and Southern Produce, viz: Flour, corn, bacon, lard, tobacco, cotton, rice, wheat, oats, rye, feathers, butter, eggs, &c., &c.  
We are not now, nor do we intend to be, during the continuance of our business, either directly or indirectly engaged in any speculations whatever, therefore intend to devote our ENTIRE ATTENTION to the very best interests of our customers, relying solely upon our energy and promptness to sustain us, and hoping by unremitting care and attention to merit and receive a share of public patronage.  
Office and Warehouse on Atlantic Wharf, three buildings east of Post Office and Custom House. We beg leave to refer to the following gentlemen: Rev. Thos. W. Atkin, Maj. M. M. Gaines, Asheville.  
P. D. Gates, 12 Broadway, New York.  
Col. James Gadsden, Charleston.  
John Caldwell, President of S. C. Rail Road.  
Thos. Waring, Auditor " " " " " "  
John King, Agent " " " " " "  
Hyatt, McBurney & Co., and J. S. & L. Bowie & Co., Charleston.  
P. S.—Our House has been, and will continue to be, kept open during the prevalence of yellow fever. Any persons having Goods detained in Charleston, by any cause, will have them promptly forwarded by giving orders and remitting the freights and charges due the vessels.  
TINLEY & HERRON, 1f  
Charleston, Nov. 16, 1854.  
THE  
GREENVILLE MOUNTAINEER,  
A Democratic Journal, Published at Greenville, S. C., by JOHN R. GOSSETT.  
GEORGE F. TOWNES, Editor.  
This paper contains 28 columns of reading matter, published on new type, and is always filled with choice reading matter, such as the very latest foreign and home News choice miscellany, the markets, advertisements, &c.  
It is the oldest country paper published in S. Carolina, and has a heavy circulation, and therefore presents great inducements to advertisers. It will be mailed at the following low rates:  
Single copies, \$2.00 in advance.  
2 " " 12 " "  
10 " " 120 " "  
15 " " 150 " "  
Address, postpaid, J. R. GOSSETT, Greenville, S. C.



## CHEAP CASH STORE

James M. Blair

Bees leave to call the attention of his friends and the public generally to the fact that he is now receiving and opening in the new brick store house opposite the Eagle Hotel, and recently occupied by Dr. Hilliard as a Drug Store, the most elegant and beautiful assortment of

## GOODS

ever offered to the people of Western Carolina. His stock is all fresh having been purchased within a few days; and the assortment made up with special reference to the wants and tastes of the people of this section.

His Goods were bought to be sold, and he sold them shall, if there is any efficacy in low prices—Cash buyers are invited to call and examine his

## GOODS AND PRICES,

before purchasing elsewhere. The usual country produce taken in exchange for Goods at cash prices. Asheville, January 4, 1855. tf

## Dry Goods.

Now on hand, at the new brick store house of Henry Stevens, opposite the Eagle Hotel one of the largest and best selected stocks of Dry Goods ever offered in this market, consisting in part of Silks, berages, shawls, merinos, mouslin de laines, plain and twilled Persian cloths, worsted goods of all descriptions and prices. Prints, alpacas, shawls, a large & beautiful assortment of embroidery, silk and velvet ribbon, hosiery, gloves, bl'k and colored cloths, black & fancy cassimere, plush, silk, satin and Valencia vestings, tweeds, jeans, Salisburg & opera flannels, thread, tape, needles, buttons, in fact everything that can be called for. All offered at very reduced prices for cash. By JAMES M. BLAIR. Asheville, Jan. 11, 1855. tf

## CHANCERY SALE

### Of Valuable Land, Slaves, and Turnpike Road.

In obedience to a Decree of the Chancery Court, made at the December Term, 1854 held at Newport, for the county of Cocke, I will proceed to sell at the late residence of James Weaver deceased, in Cocke county, Tenn., near the Painted Rock, upon the

14th Day of February next, (1855.) and succeeding days, if necessary, upon a credit of twelve months, all the

## Real Estate, Slaves & Turnpike Interest

Belonging to the Estate of James Weaver, dec'd in Cocke county, to wit: The farm upon which the deceased lived, consisting of several tracts, in all about 1000 Acres, upon which is cleared and in a state of cultivation over two hundred acres, and principally bottom land on the French Broad river. Out of said tracts Dower is to be assigned to the widow, and sold subject to the same. The place is well situated for a Stand upon Weaver & Patton's Turnpike Road, and is better known by the travelling community than can be described. The balance of the farm will be sold as thought best on the day of sale, after Dower has been assigned.

The tract known as the Painted Rock place, is also familiarly known, and contains about 125 Acres, more or less, and is situated at the forks of the road, one leading to Greenville, Tenn., and the other to Newport, a portion of which is cleared and in cultivation. There is upon said tract a valuable mill-seat, (the mill having been lately burned down.)

The tract of land known as Weaver's lower place, contains by estimate two hundred acres, and lies between French Broad and Pigeon rivers, and extends from one to the other, and is situated between the lands of Col. John Stuart and Gen. A. E. Smith, a great portion of which is cleared and in cultivation, and there is between 50 and 100 acres of the first bottom land upon the river, which is admirably situated for a private residence, one mile and a quarter below the town of Newport.

Also, the balance of a five hundred acre tract purchased from W. C. Story, (number of acres not known) and lies adjoining the lands of Major Wm. Robinson, Peter F. Kindrick and others, and is a part of the tract upon which A. R. Garrison now lives.

The Turnpike Road is well known as Weaver & Patton's Road, and extends from the Painted Rock down the French Broad river. The one half interest in the same will be sold.

There are also 22 likely and valuable Negroes, of different ages and sexes, ten of them grown and nearly so to wit: Prince, Calvin, Joseph, George, and Rufus; Hannah, Malinda, Rachael, Clarissa and Lucy—Some of the balance are small: Solomon, Jesse, Aaron, S. Columbus, Jerry, Charles, Cube, Henry, Lydia, Charles and Nancy.

Bond and security will be required of the purchasers, and a lien retained upon the property until the purchase money is paid.

A full description of all the property will be given on the day of sale.

By WILLIAM McSWEEN, D. C. & M. December 19, 1854.

## Fall and Winter Goods.

W. D. RANKIN & Co.

Are now receiving and opening a fresh stock of WINTER GOODS,

embracing a handsome lot of Ladies Dress Goods.

—ALSO—

Hats, Caps, Shoes, Boots, Blacksmith Tools, Hoes, Axes, Chains, &c., Sugar, Coffee and Molasses.

They hope to be able hereafter to keep their stock of Goods full, and invite their customers and all transient visitors to give them a call. They make no promise to sell cheaper than their neighbors, but will promise that their customers can say so for them.

## Hats and Caps.

A magnificent assortment of fashionable HATS and CAPS, consisting of

Silk, fur, and Brush Hats; every kind and color of Soft Hats; Plush, velvet, cloth, and military Caps, are now opened at the cheap cash store of JAMES M. BLAIR. Asheville, January 11, 1855. tf

## Sugar, Coffee,

Rice, syrup, molasses, copperas, and every thing in the grocery department. A very superior article of Brown Sugar, in 100 pound casks, for family use. J. M. BLAIR. Asheville, Jan. 11, 1855. tf

## 1 Bale Raw Cotton,

Great for Comforts, just received by the people's servants, SMITH, BAIRD & VANCE. Dec. 14, 1854.

## FIRST IN TOWN!

SMITH & McDOWELL

HAVE just received and are now opening the best and best assortment of Spring and Summer

## GOODS,

they ever brought to this market, and one which for richness and variety cannot be surpassed in the South. They were bought for cash, and are offered at prices which cannot fail to please every customer. We do not deal in humbuggery, and when we say we can sell goods cheap, we mean what we say. We invite our old friends and customers and the public generally, to call and look through our stock, and examine our prices, April 6, 1854.

## SMITH & McDOWELL

Have a few of the finest bonnets ever seen in this market—ranging from \$5 to \$10.—Call and look at them, whether you buy or not. April 7.

HATS! HATS! Of every description, new Spring styles, at SMITH & McDOWELL'S

WE always keep fine Tobacco and Segars. Call and see for yourself. Oct. 20. SMITH & McDOWELL.

CLOTHS, cassimere, fancy and black doe skins, kerseys, tweeds; and every article of goods for gentlemen's wear, just received by SMITH & McDOWELL. April 6.

## Express Line

From Augusta to Ninety-Six, via Edgefield.

THE Stage will leave Augusta every Tuesday, Thursday and Saturday, leaving Ninety-Six every Monday, Wednesday and Friday. Passengers by this line can come through in one day from Greenville, S. C., to Augusta, Ga. This will make a Daily Line on the road. Mr. Douglas runs tri-weekly, so by this route there is no delay. The proprietor will run his large Hack mounted on elastic springs, carrying 12 passengers. Fare through \$5. To Edgefield \$2. Seats can be secured at the Eagle and Phoenix Hotel, Augusta; at Nicholas' Hotel, Edgefield; at Ninety-Six at the Hotel; at Greenville, S. C., opposite the Mansion House. All packages and fare must be pre-paid. Leaves Augusta 8 1-2 a. m. Leaves Ninety-Six on the arrival of the cars from Greenville.—We will wait until the up-train arrives at Ninety-Six. W. CRAWFORD. January 4, 1855. tf

## Hardware

WE have the largest stock of Hardware and Cutlery that we have ever had. Give us a call by blacksmiths, carpenters, wagoners, shoe-makers and farmers, we can supply you with almost any thing under this head. SMITH & McDOWELL.

## Attention!

ALL persons indebted to the subscriber, either by note or book account, prior to the 1st of January, 1854 are requested to come forward and settle, without further delay. WM. L. HILLIARD. Asheville, Dec. 21, 1854.

## G. W. WHITSON,

SURGEON DENTIST, ASHEVILLE, N. C.

## Leather! Leather! Leather!!

A good supply of hemlock and oak tanned sole Leather, upper Leather, calf skins, shoe pegs, shoe thread, &c., for sale as low as any one in this country can offer. SMITH, BAIRD & VANCE. Dec. 21, 1854.

## State of North Carolina,

Caldwell County.

In Equity—Bill Filed in Vacation.

Lloyd T. Jones and wife Francis C.

vs.

William A. Ballew and John G. Ballew, Administrators of Peter Ballew, deceased; Philip Largent and wife Adalade E. Robert Wakefield and wife Louisa R. Peter M. Ballew and Joseph R. Ballew, heirs at law of Peter Ballew, dec'd.

It appearing by the affidavit of one of the plaintiffs in this suit, that Peter M. Ballew and Joseph R. Ballew, are non-residents of this State, and live without the jurisdiction of this Court.—Notice is hereby given to the said Peter M. Ballew and Joseph R. Ballew, that they be and appear before the honorable Judge of the Court of Equity for the county of Caldwell at the Court House in Lenoir, on the sixth Monday after the fourth Monday in March next, then and there to plead, answer, defend, or to the bill of complaint filed by complainants, or judgment pro confesso will be taken.

Witness, William M. Puett, Clerk & Master of said Court, the 20th December, A. D. 1854. W. M. PUETT, C. M. E.

## The Last Call.

IT is now near the 1st day of January, 1855, and all persons indebted to us are requested, for the last time, to call and make payment. With many we have waited long, and now we are compelled to collect. If payment is not made during the month of January, you may look for your note or account in the hands of an officer. Collect we must. Further indulgence cannot be given. SMITH & McDOWELL. Asheville, Dec. 21, 1854.

## For the Ladies, Especially

WE have silks, satins, gingham, alpacas, prints, plaids of every hue and color, muslins, mourning muslins, lawns of every color, barages, delains, silk tissues, veils, black, brown, green and blue love veils, shawls, a large and elegant assortment, worsted goods of every kind, worked collars, embroidered under sleeves, chemizettes; white and black laces, edgings, lace fringe, dress trimmings, linens, jackonnets, Victoria lawns. Bonnets—Belgrade, Lace, Straw and Bloomers. Flowers, wreaths, gloves, perfumery, &c. &c. SMITH & McDOWELL.

## Ladies' Wear.

New and beautiful styles of delaines, merinos, alpacas, and Persian cloths, at prices from 16 to 62 cents.

## —Also—

A splendid assortment of opera flannels for sacks, cloths and trimmings for cloaks, gloves & hosiery.

## Also,

A heavy supply of Salisburg flannels, small figured delaines, flowered velvets, linseys and plaid flannels for children, at prices which need not fear competition. SMITH, BAIRD & VANCE. Dec. 21, 1854.

## 2,000 lbs. Eastern Nails, at

SMITH, BAIRD & VANCE'S. Dec. 14, 1854.

## TOYS! TOYS! TOYS!

Consisting of elephants, barking dogs, cats, sheep, cows, lions, ducks, eagles, clowns, monkeys, accordions, fire crackers, Roman candles, sky rockets, crying babies, &c., just received, and for sale at a trifle. Hurrah for the little 'uns and Christmas! SMITH, BAIRD & VANCE. Dec. 21, 1854.

## BOOK STORE.

THE subscriber takes pleasure in announcing to his friends and the public, that he has just opened a large assortment of

## Books and Stationery,

consisting of a greater variety than has ever before been presented in Western Carolina. In addition to his stock of

## School Books,

which comprises all the different series used in the various Schools and Academies in this section, he has an extensive variety of miscellaneous works, embracing most of the standard works in poetry and prose. Among the number are GIFT BOOKS, of various kinds, for Christmas and New Year, and some fine and pretty Ladies' Albums. He has also a large number of VALENTINES for young people—and for old bachelors and old maids, too, if they ever deal in the article. Also some very beautiful miniature oil and other paintings. His

## Stationery

is of the finest quality, and is complete in its variety—all sorts of Paper, Pens, and Ink; Envelopes of every description—note paper for Ladies, &c., &c. He has seventeen different varieties of

## Perfumery,

most exquisite odor; likewise a very superior quality of SOAP of all kinds. His stock of

## Jewelry

is of unsurpassed beauty, challenging the admiration and eliciting the eulogiums of every beholder. It consists of Gold and Silver Watches, Watch Chains, Breastpins, Earrings, Finger Rings, Gold Pencils, &c. All are invited to call and examine his stock—particularly his note paper for Ladies. To gentlemen the subscriber would say, that he has the very best Cigars and Tobacco ever offered for sale in this market. Walking Canes, Razors, Strops and Brushes, Pocket Knives, Chessmen and boards, Backgammon boards, and an infinite number of other articles—too numerous to mention, will be found at the Book Store, under Temperance Hall, and one door below Patton & McKee's corner; all of which will be sold very cheap, and only for cash. JOHN D. HYMAN. November 30, 1854—5m

## A. W. BURTON,

ATTORNEY AT LAW, And Solicitor of the 7th Judicial Circuit.

SHELBY, CLEVELAND COUNTY, N. CAROLINA.

WILL practice in the Superior Courts of Law and Equity of Cherokee, Macon, Jackson, Haywood, Henderson, Buncombe, Madison, Yancey, McDowell, Caldwell, Watagua, Burke, Rutherford and Cleveland. Also, in the Supreme Court at Morganton.

Collections of all kinds, including Pension claims, attended to strictly.

Refers to the Judges of the Supreme and Superior Courts of North Carolina. April 6, 1854.

## GAITHER & ERWIN,

WILL practice Law in the Superior and County Courts of Cherokee, Macon, Jackson, Haywood, Henderson, Buncombe, Madison and Yancey, and in the Supreme Court at Morganton.

Collections attended to in all the counties composing the 7th Judicial Circuit. Address, B. S. Gaither, Morganton, N. C.; Marcus Erwin, Asheville, N. C.; or A. H. Gaither, Franklin, N. C. March 30, 1854. tf

## SHAWLS, SHAWLS!

At prices ranging from 25 cents to \$6. New, beautiful, and lower than last winter. SMITH, BAIRD & VANCE. Dec. 14, 1854. tf

## CARD.

MRS. LEICESTER CHAPMAN is desirous of obtaining a few Pupils in French and Music.—Further particulars on application. Asheville, Nov. 30, 1854—tf

## JOHN W. WILSON,

Fashionable Tailor,

BEGS leave to inform his old friends and the public, that he has again commenced business, and may be found at his new establishment, two doors south of the Cape Fear Bank, Main street. Work warranted. Asheville, May 11, 1854. 1y

## Flour, by the barrel, sack or pound

for sale by W. D. RANKIN & Co.

## NOTICE

Gentlemen desiring military promotion are notified that an election will shortly be ordered for the office of Brigadier General of the militia in the counties of Cherokee, Macon, Jackson and Haywood—the 19th Brigade—attached to the 10th Division.

R. M. HENRY, Maj. Gen. Head Quarters, Sulphur Springs, Nov. 23, 1854.

## Ramsay's Piano Store,

COLUMBIA, S. C.

Music and Musical Instruments

NUNNS & Co's Patent Diapason Grand Pianos; Hallet, Davis & Co's Patent Suspension Bridge Pianos; Chickering's, Travers' and other best maker's Pianos, at the FACTORY PRICES. Columbia August 18, 1854—1y

## NOTICE

Application will be made to the present Legislature for an amendment of the Corporation Laws of the Town of Asheville.

## Z. B. Vance,

ATTORNEY AT LAW, ASHEVILLE, N. C. August 25, 1853. 211

## David Coleman,

Attorney at Law, BURNSVILLE, N. C. March 3, 1853.—tf

## R. M. HENRY,

ATTORNEY AT LAW, ASHEVILLE, N. C.

## Rankin, Pulliam & Co.,

IMPORTERS AND WHOLESALE DEALERS in Foreign and Domestic Staple and Fancy Dry Goods and Clothing, 131 MEETING STREET, Charleston, S. C. WM. D. RANKIN, P. M. CRAIGMILLER, R. W. PULLIAM, Sept. 29, '53.

## Receiving and Forwarding

GOODS. We will receive and forward Goods of all kinds at ten cents a package. SMITH & McDOWELL. Asheville, Oct. 7, '52.

## Carriage Making, Repairing and Blacksmithing.

TRIPLETT & SMITH,

HAVE formed a partnership for the purpose of Carriage making and repairing, in their numerous departments. All descriptions of vehicles made to order, and kept constantly on hand. They have the very best of workmen and materials, and their customers may rely on good and true work of all kinds. They do not expect to succeed in business by clap trap and humbuggery, and will, as heretofore, turn out none but first rate work.

Repairing done with despatch. Horse shoeing and blacksmithing executed in a superior manner. Prices as low as any other establishment, North or South, and all work warranted.

ELIAS L. TRIPLETT, JAMES SMITH. Asheville, May 18, 1854.

N. B. A good wood workman, and a painter and trimmer, wanted immediately.

## Wool Wanted.

We want to buy ten thousand pounds good clean washed Wool, for which we will pay goods at very low prices. W. D. RANKIN & Co. May 26, '53.

## Furniture For Sale.

The undersigned keep constantly on hand at their shop in Asheville, a large quantity of well made and superior finished

## Furniture,

of the most fashionable kind, consisting of Chairs, Cane and Cushioned bottoms and other qualities, Sofas, Bureaus, Guittars, and a number of Violins, Bows and Strings

of the best quality. Those who are desirous of purchasing any article of Furniture of any description, will do well to call and see their assortment before purchasing elsewhere, as they are determined to sell at the very lowest price and on the best terms. J. & J. HILDEBRAN.

BOOTS, shoes, saddlery, hardware, candies, raisins, citron, currants, sugar, coffee, jewelry, iron, nails, leather, castings, and everything else you ever heard of as an article of merchandise. Be sure to call, at the old stand, and see our goods and hear our prices. SMITH & McDOWELL. Asheville, April 6, 1854.

## DR. P. A. WILHITE,

Wholesale and Retail Druggist ANDERSON C. H. S. C.

HAS just received, and will keep, constantly on hand, a very large and well selected stock of

Paints, Oils, Varnishes, Brushes, Window Glass, French and American.

Also, Dealer in American, French and English Chemicals, Drugs, Perfumery, French Candies, Snuffs, Fine Tobacco and Cigars.

FANCY ARTICLES AND DYE-STUFFS. —ALSO—

Fine Brandies and Wines, Sold only for medicinal purposes.

Merchants and all others can depend upon the most accommodating terms.

Physicians and Families can rely on having their prescriptions carefully compounded.

His Goods are selected with great care, and will be warranted as represented.

Call at No. 3, Brick Range, one door above Harrison & Broyles' law office. August 10, 1854.

## Notice.

Application will be made to the next Legislature to amend the charter of the Asheville and Greenville Bank Road Company. October 19, 1854. tlm

## WOOL CARDING.

THE subscriber wishes to inform his old customers, and the public generally, that he has lately purchased another wool carding

Machine, and now has two in operation at the same place on Reems' Creek, which greatly facilitates the business of carding. Come, then, every body, with your wool well washed, picked, and greased at the rate of 1 pound of grease to 20 pounds of wool for this season of the year.

Rates as usual, 6-14 cents per pound for plain wool, and 8 cents for mixed, in cash or wool.—Prompt pay invariably. Oct. 26, 1854. m3 J. S. WEAVER.

## POCKET-BOOK LOST.

The subscriber lost, on the road between Asheville and Knoxville, on the 10th or 11th instant, an old looking Pocket-Book, containing about Sixty Dollars in money. The finder will be liberally rewarded on returning it to this Office. G. W. JOBE. November 23, 1854. tf

## REMOVAL.

THE subscriber has removed his establishment one door south of the Cape Fear Bank. He returns his thanks for the liberal patronage he has received, and hopes as he is now permanent, and determined to vie with any establishment in the State, for FASHION and WORKMANSHIP, to continue to receive the patronage of his annual paying customers.

H. F. WOLSTENHOLME. Asheville, Sept. 28, 1854. tf

## Saddlery, of every description, and

Sole and upper Leather, may be had at low rates of SMITH & McDOWELL. April 7.

## SMITH & McDOWELL,

Dealers in Dry Goods, Hardware, Groceries, Crockery, &c. &c. Asheville, N. C.

## W. D. RANKIN & Co.

Dealers in Dry Goods, Groceries, Hardware, Crockery, &c. &c. Asheville, N. C.

## SMITH, BAIRD & VANCE,

Dealers in Dry Goods, Groceries, and Merchandise generally; ASHEVILLE, N. C.

## For the Ladies.

Now opened and for sale, a very desirable lot of LADIES DRESS GOODS, latest styles.—Also, wool Shawls, of a superior quality. W. D. RANKIN & Co.

## \$300 REWARD.

A Reward of THREE HUNDRED DOLLARS will be paid for the apprehension and lodgement in any Jail of my

Negro man A M O S,

who ran away from me on the 3d of July, 1853.—AMOS has straight hair, blue eyes, and is 5 feet 6 or 6 inches high, and weighs about 150 or 160 pounds. He rode off a sorrel horse, ten or twelve years old, with scars on both shoulders caused by whips.

I have every reason to believe that AMOS is in Haywood county, N. C., or Spartanburg District, S. C. He was rescued by a Mr. Lewis Diekey, adjoining Greenville and Spartanburg Districts, and was purchased by Capt. James Bond, at Newberry Court House, from John B. Archer of Spartanburg. Said boy is a first rate harness maker, and will no doubt attempt to pass as a white man. I will pay the above reward for the boy and horse.

W. G. NEEL. Harrisburg P. O. Abbeville District, S. C. September 7, 1854.

## Those Interested Will Read This Notice.

We are under the passing necessity of saying to these indebted to us, that we must have money; and if payment is not made by the 1st of January next, we will be under the necessity of forcing collections. RANKIN & PULLIAM. Oct. 20, '53.

## Lincoln Shirting.

The subscribers have on hand a large supply of this popular goods, which will be sold at Factory prices. They are the Agents for the sale of this article, and purchasers can buy of us at wholesale or Retail, on as good terms as it can be had of the manufacturers. Call and examine it. SMITH & McDOWELL. Asheville, Dec. 16, 1852.

## Fall and Winter GOODS.

JOSEPH B. LOWENBERG & CO. HAVE just received a new and well selected stock of CLOTHING, suitable to the present and approaching season. Among their stock may be found

OVERCOATS, from common to the most superb article.

DRESS COATS, frock coats, business coats and suits, in endless variety, with common, winegar, and constant current of unimpaired Electro-Magnetism is produced, which supplies the exhausted Nervous System with that essential fluid which is the source of so much pain and suffering.

IN FEMALE DISEASES they are rapidly taking the place of all Nostriums taken into the stomach, for they neither sicken nor disgust, and can be used at all times with the most perfect safety. They are equally applicable to adults and children, and will last for years with no danger of getting out of repair, and can be sent by mail to any part of the United States. Price of Chains \$3 and \$5, accompanied by a pamphlet of